# FEDERAL AVIATION ADMINISTRATION
# AIRWORTHINESS DIRECTIVES
# LARGE AIRCRAFT

## BIWEEKLY 2004-01

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U.S. Department of Transportation
Federal Aviation Administration
Regulatory Support Division
Delegation and Airworthiness Programs Branch, AIR-140
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## LARGE AIRCRAFT

| AD No. | Information | Manufacturer | Applicability |
|---|---|---|---|
| Info: E - Emergency; COR - Correction; S - Supersedes; R - Revision; FR - Final Rule of Emergency | | | |
| **Biweekly 2004-01** | | | |
| 97-24-02 R1 | R | Bombardier, Inc. | CL-600-1A11 (CL-600), CL-600-2A12 (CL-601), CL-600-2B16 (CL-601-3A/-3R), CL-600-2B16 (CL-604) Series |
| 2003-23-05 | COR | Titeflex Corporation | Appliance: Titeflex Hoses |
| 2003-24-12R1 | R | Pratt & Whitney | Engine: JT9D-3A, -7, -7A, -7F, -7H, -7AH, and -7J Turbofan |
| 2003-26-05 | | General Electric Company | Engine: CF34-8C1 and CF34-8C5 Series Turbofan |
| 2003-26-06 | | Anjou Aeronautique | Appliance: Safety Belts and Restraint Systems |
| 2003-26-07 | | McDonnell Douglas | MD-90-30 |
| 2003-26-08 | | Boeing | 737-100, -200, -200C, -300, -400, and -500 Series |
| 2003-26-09 | S 2003-22-09 | Pratt & Whitney | Engine: PW4074, PW4074D, PW4077, PW4077D, PW4084, PW4084D, PW4090, PW4090D, PW4090-3, and PW4098 Turbofan |
| 2003-26-10 | | Airbus | A300 B2 and B4 Series; and A300 B4-600, B4-600R, C4-605R Variant F, and F4-600R (collectively called A300-600) Series |
| 2003-26-11 | | General Electric Company | Engine: CF6-80E1A2 and -80E1A4 Turbofan |
| 2003-26-12 | | Boeing | 737-600, -700, and -800, 757-200, 757-300 Series |
| 2003-26-13 | | Boeing | 747 Series |
| 2003-26-14 | | Kidde Aerospace | Appliance: Hand-Held Halon Fire Extinguishers |
| 2004-01-01 | | Bombardier, Inc. | CL-600-2B19 (Regional Jet Series 100 & 440) |
| 2004-01-02 | | Boeing | 767-200, -300, and -300F Series |
| 2004-01-03 | S 98-01-12 | Airbus | A319, A320, and A321 Series |
| 2004-01-04 | S 2000-20-05 | Empresa Brasileira | EMB-120 Series |
| 2004-01-05 | | Dassault Aviation | Mystere-Falcon 900, Falcon 900EX, Falcon 2000 Series |
| 2004-01-06 | | Fokker Services B.V | F.28 Mark 0070 and 0100 Series |
| 2004-01-07 | | BAE Systems (Operations) Limited | BAe 146 and Avro 146-RJ Series |
| 2004-01-08 | | Pratt & Whitney | Engine: JT9D-7R4D, -7R4D1, -7R4E, -7R4E1, -7R4E4, -7R4G2, and -7R4H1 Turbofan |
| 2004-01-11 | | Hamburger Flugzeugbau G.m.b.H.: | HFB 320 HANSA |
| 2004-01-12 | | Empresa Brasileira | EMB-135 and EMB-145 Series |

**BW 2004-01**

**BOMBARDIER, INC.**
**AIRWORTHINESS DIRECTIVE**
**REVISION**
**LARGE AIRCRAFT**

**97-24-02 R1 Bombardier, Inc. (Formerly Canadair):** Amendment 39-13417. Docket 2001-NM-267-AD. Revises AD 97-24-02, Amendment 39-10209.

**Applicability:** Model CL-600-1A11 (CL-600) series airplanes, serial numbers 1004 through 1085 inclusive; Model CL-600-2A12 (CL-601) series airplanes, serial numbers 3001 through 3066 inclusive; Model CL-600-2B16 (CL-601-3A/-3R) series airplanes, serial numbers 5001 through 5194 inclusive; and Model CL-600-2B16 (CL-604) series airplanes, serial numbers 5301 through 5352 inclusive; certificated in any category.

**Compliance:** Required as indicated, unless accomplished previously.

To prevent cracking in the pressure bulkhead at frame station (FS) 409.00, which could result in uncontrolled depressurization of the airplane and/or reduced structural integrity of the fuselage, accomplish the following:

**Restatement of Requirements of AD 97-24-02**

**Detailed Inspections/Repair**

(a) For Model CL-600-1A11 (CL-600) airplanes: Prior to the accumulation of 1,900 total landings, or within 100 landings after December 3, 1997 (the effective date of AD 97-24-02, amendment 39-10209), whichever occurs later, perform a detailed inspection to detect cracks at FS 409.00 of the bulkhead web (part number (P/N) 600-32014-71/-95/-105), in accordance with Canadair Challenger Service Bulletin 600-0679, dated September 12, 1997.

**Note 1:** For the purposes of this AD, a detailed inspection is defined as: "An intensive visual examination of a specific structural area, system, installation, or assembly to detect damage, failure, or irregularity. Available lighting is normally supplemented with a direct source of good lighting at intensity deemed appropriate by the inspector. Inspection aids such as mirror, magnifying lenses, etc., may be used. Surface cleaning and elaborate access procedures may be required."

(1) If no crack is detected, repeat the detailed inspection thereafter at intervals not to exceed 600 landings.

(2) If any crack is detected and if all three of the conditions specified in paragraphs (a)(2)(i), (a)(2)(ii), and (a)(2)(iii) of this AD are met, within 600 landings or 12 months after the crack is detected, whichever occurs first, repair the crack in accordance with a method approved by the Manager, New York Aircraft Certification Office (ACO), FAA. Until the repair is accomplished, repeat the detailed inspection at intervals not to exceed 100 landings.

(i) No more than one crack exists at each corner radius, as specified in the service bulletin; and

(ii) No crack extends under the angles having P/N 600-32014-13 and P/N 600-32014-15 on the aft side of the bulkhead web; and

(iii) No crack exists in angles having P/N 600-32014-13 and P/N 600-32014-15 on the aft side of the bulkhead web.

(3) If any crack other than that identified in paragraph (a)(2) of this AD is detected, prior to further flight, repair it in accordance with a method approved by the Manager, New York ACO.

(b) For Model CL-600-2A12 (CL-601), CL-600-2B16 (CL-601-3A/-3R), and CL-600-2B16 (CL-604) series airplanes: Prior to the accumulation of 1,100 total landings, or within 100 landings after December 3, 1997, whichever occurs later, perform a detailed inspection to detect cracks at FS 409.00 of the bulkhead web (P/N 600-32014-105/-137), in accordance with Canadair Challenger Service Bulletin 601-0501, dated September 12, 1997 (for Model CL-600-2A12 (CL-601) and CL-600-2B16 (CL-601-3A/-3R) series airplanes); or Canadair Challenger Service Bulletin 604-53-007, dated September 30, 1997 (for Model CL-600-2B16 (CL-604) series airplanes); as applicable.

(1) If no crack is detected, repeat the detailed inspection thereafter at intervals not to exceed 600 landings.

(2) If any crack is detected and if all three of the conditions specified in paragraphs (b)(2)(i), (b)(2)(ii), and (b)(2)(iii) of this AD are met, within 600 landings or 12 months after the crack is detected, whichever occurs first, repair the crack in accordance with a method approved by the Manager, New York ACO. Until the repair is accomplished, repeat the detailed inspection at intervals not to exceed 100 landings.

(i) No more than one crack exists at each corner radius, as specified in the service bulletin; and

(ii) No crack extends under the angles having P/N 600-32014-113 and P/N 600-32014-115 on the aft side of the bulkhead web; and

(iii) No crack exists in angles having P/N 600-32014-113 and P/N 600-32014-115 on the aft side of the bulkhead web.

(3) If any crack other than that identified in paragraph (b)(2) of this AD is detected, prior to further flight, repair it in accordance with a method approved by the Manager, New York ACO.

**New Requirements of This AD**

**Optional Terminating Modification**

(c) For airplanes on which no crack has been found during accomplishment of any inspection required by AD 97-24-02; or on which the pressure bulkhead was not previously repaired: Modification of the pressure bulkhead at FS 409.00 (including inspection, installation of reinforcing material, and tests) by accomplishing all the actions specified in paragraphs 2.A. through 2.D. of the Accomplishment Instructions of Bombardier Service Bulletin 601-0503 (for Model CL-601 and CL-601-3A/-3R series airplanes), Service Bulletin 600-0680 (for Model CL-600 series airplanes), or Service Bulletin 604-53-006 (for Model CL-604 series airplanes); all dated November 30, 1999; per the applicable service bulletin, terminates the repetitive inspections required by this AD.

**Repair**

(d) If any crack is found during any inspection specified in paragraph (c) of this AD: Before further flight, repair in accordance with a method approved by the Manager, New York ACO; or Transport Canada Civil Aviation or its delegated agent.

**Alternative Methods of Compliance**

(e) In accordance with 14 CFR 39.19, the Manager, New York ACO, is authorized to approve alternative methods of compliance for this AD.

**Incorporation by Reference**

(f) Unless otherwise specified in this AD, the actions shall be done in accordance with Canadair Challenger Service Bulletin 600-0679, dated September 12, 1997, Canadair Challenger Service Bulletin 601-0501, dated September 12, 1997, or Canadair Challenger Service Bulletin 604-53-007, dated September 30, 1997; and Bombardier Service Bulletin 601-0503, dated November 30, 1999, Bombardier Service Bulletin 600-0680, dated November 30, 1999, or Bombardier Service Bulletin 604-53-006, dated November 30, 1999; as applicable.

(1) The incorporation by reference of Bombardier Service Bulletin 601-0503, dated November 30, 1999; Bombardier Service Bulletin 600-0680, dated November 30, 1999; and Bombardier Service Bulletin 604-53-006, dated November 30, 1999; is approved by the Director of the Federal Register in accordance with 5 U.S.C. 552(a) and 1 CFR part 51.

(2) The incorporation by reference of Canadair Challenger Service Bulletin 600-0679, dated September 12, 1997; Canadair Challenger Service Bulletin 601-0501, dated September 12, 1997; and Canadair Challenger Service Bulletin 604-53-007, dated September 30, 1997; was approved previously by the Director of the Federal Register as of December 3, 1997 (62 FR 61436, November 18, 1997).

(3) Copies may be obtained from Bombardier, Inc., Canadair, Aerospace Group, P.O. Box 6087, Station Centre-ville, Montreal, Quebec H3C 3G9, Canada. Copies may be inspected at the FAA, Transport Airplane Directorate, 1601 Lind Avenue, SW., Renton, Washington; or at the FAA, New York Aircraft Certification Office, 1600 Stewart Avenue, Westbury, New York; or at the Office of the Federal Register, 800 North Capitol Street, NW., suite 700, Washington, DC.

**Note 2:** The subject of this AD is addressed in Canadian airworthiness directive CF-1997-16R2, dated May 31, 2001.

**Effective Date**

(g) This amendment becomes effective on February 13, 2004.

Issued in Renton, Washington, on December 29, 2003.

Ali Bahrami,

Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.

[FR Doc. 04-124 Filed 1-8-04; 8:45 am]

BILLING CODE 4910-13-P

**BW 2004-01**

**TITEFLEX CORPORATION**
**AIRWORTHINESS DIRECTIVE**
**APPLIANCE**
**LARGE AIRCRAFT**

**CORRECTION:** [*Federal Register: December 30, 2003 (Volume 68, Number 249); Page 75115-75116; www.access.gpo.gov/su_docs/aces/aces140.html*]

**2003-23-05 Titeflex Corporation:** Amendment 39-13369. Docket No. 2002-NE-22-AD.

**Effective Date**

(a) This AD becomes effective December 24, 2003.

**Affected ADs**

(b) None.

**Applicability**

(c) This AD applies to certain Titeflex Corporation hoses that are identified by Boeing part number (P/N), or for certain hoses, by Titeflex parts manufacturer approval (PMA) P/N in this AD. These hoses are used on, but not limited to, Boeing 737-300, -400, -500, -600, -700, -700C, -800, and -900; 757-200 and -300; 767-200, -300, and -300F; and 747-400 airplanes.

**Unsafe Condition**

(d) This AD is prompted by certain Titeflex Corporation hoses discovered with incorrect heat treatment of B-nuts. The actions specified in this AD are intended to prevent fire extinguishing system and fuel system hose failure due to improperly heat treated aluminum B-nuts.

**Compliance**

(e) Compliance with this AD is required as indicated, unless already done.

(f) Within 24 months after the effective date of this AD, inspect the manufacture date code on all hoses listed in Table 1 of this AD. Use the Accomplishment Instructions of the applicable Boeing alert service bulletins (ASB) contained in the following Table 1.

**TABLE 1.—APPLICABLE HOSE P/NS**

| Airplane model | Boeing hose P/N | Titeflex PMA P/N | Used for | Applicable alert service bulletin |
|---|---|---|---|---|
| (1) 737–300, –400, and –500 airplanes. | S312N512–5<br>S312N512–6<br>BACH5R0110YP<br>BACH5S0110XN | 113701–5<br>113701–6 | Engine and cargo compartment fire extinguishing bottles. | 737–26A1108, Revision 1, dated June 27, 2002. |
| (2) 737–600, –700,–700C, –800, –900 airplanes. | S316A001–1<br>S316A001–2<br>S312N512–15<br>S312N512–17<br>S312N512–18<br>BACH5R0110YP<br>BACH5S0110XN | 115398–1<br>115398–2<br>113701–15<br>113701–17<br>113701–18 | Engine, auxiliary power unit (APU), and cargo compartment and fire extinguishing bottles, and wing-to-strut fuel hoses. | 737–26A1109, Revision 2, dated May 8, 2003. |
| (3) 747–400 airplanes | BACH5R0080YY<br>BACH5R0140YU<br>BACH5S0140XT<br>BACH5R0186YY<br>BACH5S0186XX<br>BACH5S0080XX<br>BACH5S0110XN | | Forward cargo and main deck cargo compartment fire extinguishing bottles. | 747–26A2269, Revision 1, dated June 6, 2002. |
| (4) 757–200 airplanes | S312N512–1<br>S312N512–2<br>S312N512–3<br>S312N512–4<br>BACH5R0110YP<br>BACH5S0110XN<br>No number | 113701–1<br>113701–2<br>113701–3<br>113701–4<br><br><br>109422 | Engine, APU, and cargo compartment fire extinguishing bottles. | 757–26A0043, Revision 1, dated November 14, 2002. |
| (5) 757–300 airplanes | S312N512–1<br>S312N512–2<br>S312N512–3<br>S312N512–4<br>BACH5R0110YP<br>BACH5S0074XN<br>Optional 453N2240-33 | 113701–1<br><br>113701–2<br>113701–3<br>113701–4 | Engine and cargo compartment fire extinguishing bottles. | 757–26A0044, Revision 1, dated November 14, 2002. |
| (6) 767–200, –300, and –300F airplanes. | BACH5R0085YU<br>BACH5R0140YU<br>BACH5S0077XT<br>BACH5S0140XT<br>BACH5S0184XX<br>BACH5R0127YY | | Cargo compartment fire extinguishing bottles. | 767–26A0121, dated December 19, 2001. |

(g) If the hose manufacture date code is before 11/99 or after 1/01, or if the manufacture date is 11/99 through 1/01 and there is a permanent white dot on the ID band, no further action is required for that hose.

(h) If the hose manufacture date code is 11/99 through 1/01 inclusive and there is no permanent white dot on the ID band, replace the hose with a serviceable hose or perform an indirect conductive

inspection/test for proper heat treat. Use the accomplishment instructions of the applicable ASB listed in Table 1 of this AD.

(i) Replace the hose with a serviceable hose if any B-nut is improperly heat treated.

**Credit For Previous Inspections**

(j) Previous inspections performed using ASB 737-26A1108, dated November 15, 2001, ASB 737-26A1109, dated November 15, 2001, ASB 737-26A1109, Revision 1, dated November 7, 2002, ASB 747-26A2269, dated November 1, 2001, ASB 757-26A0043, dated November 15, 2001, and ASB 757-26A0044, dated November 15, 2001, comply with the inspection requirements of this AD.

**Alternative Methods of Compliance**

(k) The Manager, Boston Aircraft Certification Office, has the authority to approve alternative methods of compliance for this AD if requested using the procedures found in 14 CFR 39.19.

**Material Incorporated by Reference**

(l) The Director of the Federal Register approved the incorporation by reference of the documents listed in the following Table 2 in accordance with 5 U.S.C. 552(a) and 1 CFR part 51. You can get a copy from Boeing Commercial Airplane Group, PO Box 3707, Seattle, Washington 98124-2207. You can review copies at the FAA, New England Region, Office of the Regional Counsel, 12 New England Executive Park, Burlington, MA; or at the Office of the Federal Register, 800 North Capitol Street, NW, suite 700, Washington, DC.

**TABLE 2.—INCORPORATION BY REFERENCE**

| Alert service bulletin | Page number(s) | Revision | Date |
|---|---|---|---|
| 737–26A1108 Total Pages: 48 | ALL | 1 | June 27, 2002. |
| 737–26A1109 Total Pages: 68 | ALL | 2 | May 8, 2003. |
| 747–26A2269 Total Pages: 36 | ALL | 1 | June 6, 2002. |
| 757–26A0043 Total Pages: 40 | ALL | 1 | November 14, 2002. |
| 757–26A0044 Total Pages: 34 | ALL | 1 | November 14, 2002. |
| 767–26A0121 Total Pages: 20 | ALL | Original | December 19, 2001. |

**Related Information**

(m) None.

Issued in Burlington, Massachusetts, on November 10, 2003.

**Francis A. Favara,**

*Acting Manager, Engine and Propeller Directorate, Aircraft Certification Service.*

[FR Doc. 03-28730 Filed 11-18-03; 8:45 am]
BILLING CODE 4910-13-P

**BW 2004-01**

**PRATT & WHITNEY**
**AIRWORTHINESS DIRECTIVE**
**ENGINE**
**REVISION**
**LARGE AIRCRAFT**

**2003-24-12R1 Pratt & Whitney:** Amendment 39-13410. Docket No. 2003-NE-52-AD. Revises AD 2003-24-12, Amendment 39-13381.

**Effective Date**

(a) The effective date of this AD is the same as AD 2003-24-12, which is December 18, 2003.

**Affected ADs**

(b) This AD revises AD 2003-24-12.

**Applicability**

(c) This AD applies to Pratt & Whitney (PW) JT9D-3A, -7, -7A, -7F, -7H, -7AH, and -7J turbofan engines, with gearbox pressure tube, part number (P/N) 697896, and No. 4 bearing front pressure manifold, P/N 670663, installed. These engines are installed on, but not limited to, Boeing 747-100, -200B, -200C, and -200F airplanes.

**Unsafe Condition**

(d) This AD results from the need to correct errors in depicted clamping, to ensure that AD compliance can be achieved. The actions specified in this AD are intended to prevent engine fires caused by failed gearbox pressure tubes or failed No. 4 bearing front pressure manifolds.

**Compliance**

(e) You are responsible for having the actions required by this AD performed within 250 hours-in-service or at the next shop visit, whichever occurs first, after the effective date of this AD, unless the actions have already been done.

**One-Time Visual Inspection of Clamp Assemblies**

(f) Visually inspect the clamp assemblies, P/Ns ST1594-06, ST1594-08, and ST1594-10, (see Figure 1 of this AD) that attach the gearbox pressure tube and the No. 4 bearing front pressure manifold to the engine. Replace clamp assemblies before further flight that are rejected by any of the following rejection criteria:

(1) Cracks, wear, or distortion in clamp metal.

(2) Clamp cushions that are worn, compacted, cracked, coming apart in chunks, deteriorated, or missing. A reddish powder found around the clamp is an indication of deterioration.

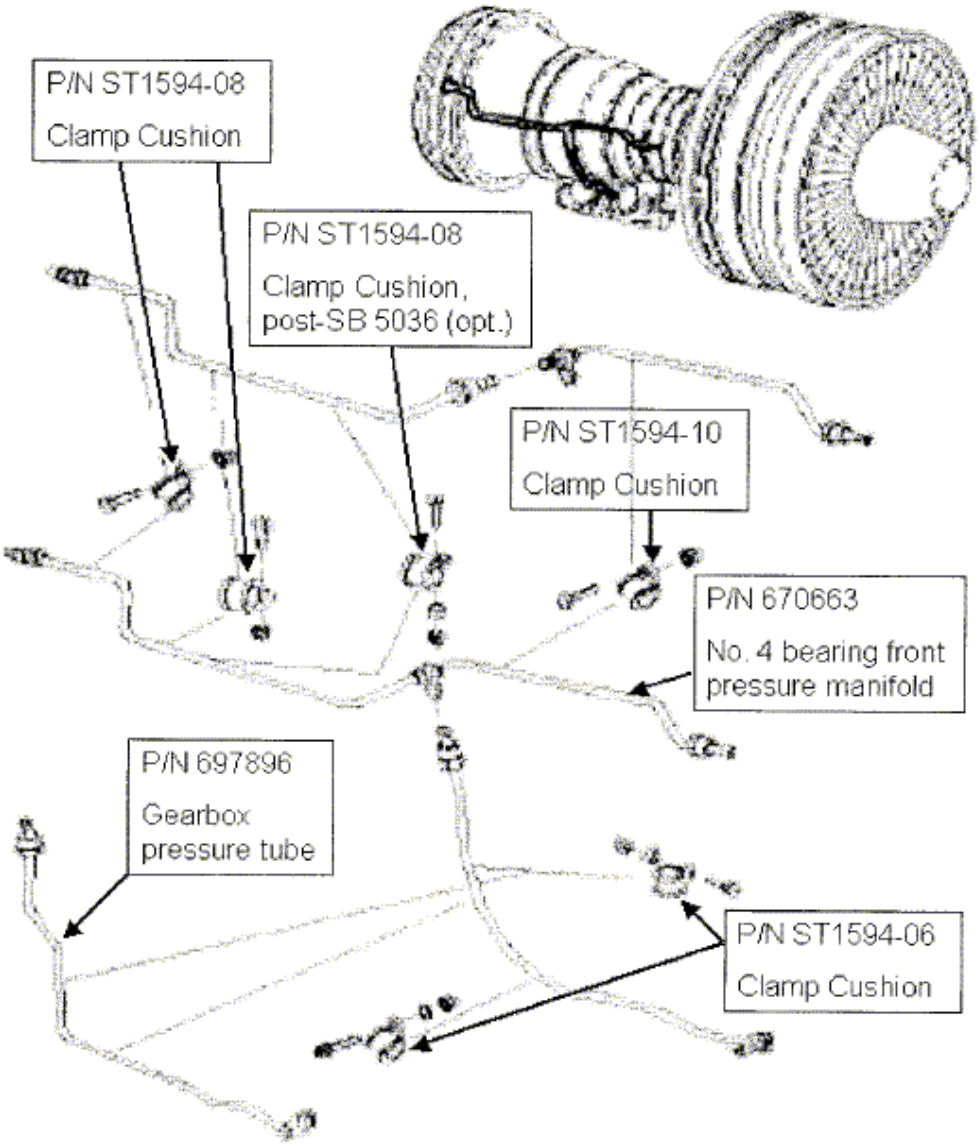


Figure 1

**Visual Inspection of Gearbox Pressure Tube and No. 4 Bearing Front Pressure Manifold**

(g) If one or more clamp assemblies are rejected as described in paragraph (f) of this AD, or out of position or missing (see Figure 1 of this AD), clean any debris and oil from the outer surface of the gearbox pressure tube and No. 4 bearing front pressure manifold and visually inspect the tube and manifold. Repair or replace the affected tube or manifold before further flight if it is rejected by any of the following rejection criteria:

(1) Nicks, chafing, scratches, and or pitting 0.003 inch or greater in depth.

(2) Dents within 0.25 inch of the ferrules or will not permit free passage of a ball having a minimum diameter of 80% of the tubing inner diameter.

(3) Corrosion that is unable to be removed by a light polishing.

(4) Tube or manifold is leaking oil.

(5) As an option to the dent inspection method specified in paragraph (g)(2) of this AD, measure tube dent depth and use the following rejection criteria:

(i) Dents in the gearbox pressure tube, P/N 697896, greater than 0.055-inch depth.

(ii) Dents in the No. 4 bearing front pressure manifold, P/N 670663, forward of the tee fitting, greater than 0.100-inch depth.

(iii) Dents in the No. 4 bearing front pressure manifold, PN 670663, aft of the tee fitting, greater than 0.080-inch depth.

**Gearbox Pressure Tube, No. 4 Bearing Front Pressure Manifold, and Clamp Assembly Positioning**

(h) Ensure that the gearbox pressure tube, No. 4 bearing front pressure manifold, and clamp assemblies are properly positioned, before further flight, as shown in Figure 1 of this AD.

(i) Information on general inspection of these parts can be found in the Boeing 747 Aircraft Maintenance Manual, section 72-00-00, and in PW Standard Practices Manual, P/N 585005.

**Reporting Requirements**

(j) Report within 30 calendar days of the inspection, the results that equal or exceed the reject criteria to: Engine Certification Office, FAA, Engine and Propeller Directorate, 12 New England Executive Park, Burlington, MA 01803-5299; telephone (781) 238-7189; fax (781) 238-7199. Reporting requirements have been approved by the Office of Management and Budget control number 2120-0056.

**Alternative Methods of Compliance**

(k) The Manager, Engine Certification Office, has the authority to approve alternative methods of compliance for this AD if requested using the procedures found in 14 CFR 39.19.

**Material Incorporated by Reference**

(l) None.

**Related Information**

(m) None.

Issued in Burlington, Massachusetts, on December 23, 2003.
Mark C. Fulmer,
Acting Manager, Engine and Propeller Directorate, Aircraft Certification Service.
[FR Doc. 03-32155 Filed 12-30-03; 8:45 am]
BILLING CODE 4910-13-P

**BW 2004-01**

**GENERAL ELECTRIC COMPANY**
**AIRWORTHINESS DIRECTIVE**
**ENGINE**
**LARGE AIRCRAFT**

**2003-26-05 General Electric Company:** Amendment 39-13402. Docket No. 2003-NE-58-AD.

**Effective Date**

(a) This airworthiness directive (AD) becomes effective January 20, 2004.

**Affected ADs**

(b) None.

**Applicability**

(c) This AD applies to General Electric Company (GE) CF34-8C1 series and CF34-8C5 series turbofan engines, with master variable geometry (VG) actuators, part number 4120T02P02, serial number (SN) APM238AE, and SNs APM242AE and up, installed. These engines are installed on, but not limited to, Bombardier Inc. Model CL-600-2C10 (CRJ-700 & 701) and CL-600-2D24 (CRJ-900) airplanes.

**Unsafe Condition**

(d) This AD results from nine reports of master VG actuator electrical signal faults, one report of which was a dual-channel fault, resulting in the Full Authority Digital Engine Control (FADEC) commanding the engine power to idle. We are issuing this AD to prevent VG master actuator dual-channel electrical signal faults:

(1) Which will cause an uncommanded reduction of thrust to idle with a subsequent loss of the ability to advance thrust above idle; and

(2) Could result in a multi-engine loss of thrust if dual-channel faults occur on more than one engine simultaneously.

**Compliance**

(e) You are responsible for having the actions required by this AD performed within the compliance times specified unless the actions have already been done.

**Initial Review**

(f) Within 10 days after the effective date of this AD, initially review the Maintenance Data Computer (MDC) fault history, and if the MDC is inoperative, review the Engine Indication and Crew Alerting System (EICAS) for fault messages, and replace actuators with faults reported by the

FADEC. Follow the review and replacement requirements of paragraph 3 of the Accomplishment Instructions of GE Alert Service Bulletin (ASB) No. CF34-8C-AL S/B 75-A0007, Revision 1, dated November 7, 2003.

**Repetitive Review**

(g) At intervals not to exceed 10 days, repetitively review the MDC fault history, and if the MDC is inoperative, review the EICAS for fault messages, and replace actuators with faults reported by the FADEC. Follow the review and replacement requirements of paragraph 3 of the Accomplishment Instructions of GE ASB No. CF34-8C-AL S/B 75-A0007, Revision 1, dated November 7, 2003.

**Alternative Methods of Compliance**

(h) The Manager, Engine Certification Office, has the authority to approve alternative methods of compliance for this AD if requested using the procedures found in 14 CFR 39.19.

**Special Flight Permits**

(i) Under 39.23, the FAA imposes the following conditions and limitations on the issuance and use of Special Flight Permits for this AD:

(1) If both engines report FADEC fault 1 messages at the same time, whether intermittent or continuous, the MDC must be reviewed for master VG actuator faults before further flight. If actuator faults are still present for both engines, then at least one master VG actuator must be replaced before further flight.

(2) If a master VG actuator switches channels, the actuator must be replaced before further flight.

**Material Incorporated by Reference**

(j) You must use GE Alert Service Bulletin No. CF34-8C-AL S/B 75-A0007, Revision 1, dated November 7, 2003, to perform the reviews and actuator dispositions required by this AD. The Director of the Federal Register approved the incorporation by reference of this service bulletin in accordance with 5 U.S.C. 552(a) and 1 CFR part 51. You can get a copy from General Electric Company via Lockheed Martin Technology Services, 10525 Chester Road, Suite C, Cincinnati, Ohio 45215, telephone (513) 672-8400, fax (513) 672-8422. You may review copies at the Federal Aviation Administration (FAA), New England Region, Office of the Regional Counsel, 12 New England Executive Park, Burlington, MA 01803-5299; or at the Office of the Federal Register, 800 North Capitol Street, NW., suite 700, Washington, DC.

**Related Information**

(k) None.

Issued in Burlington, Massachusetts, on December 17, 2003.

**Peter A. White,**

Acting Manager, Engine and Propeller Directorate, Aircraft Certification Service.

[FR Doc. 03-31665 Filed 12-31-03; 8:45 am]
BILLING CODE 4910-13-P

**BW 2004-01**

**ANJOU AERONAUTIQUE**
**AIRWORTHINESS DIRECTIVE**
**APPLIANCE**
**LARGE AIRCRAFT**

**2003-26-06 Anjou Aeronautique (Formerly TRW REPA S.A., Formerly L'Aiglon):** Amendment 39-13403; Docket No. 2003-CE-31-AD.

**When Does This AD Become Effective?**

(a) This AD becomes effective on February 17, 2004.

**What Other ADs Are Affected by This Action?**

(b) None.

**What Airplanes Are Affected by This AD?**

(c) This AD affects Anjou Aeronautique safety belts and restraint systems specified in paragraph (c)(1) that are installed on, but not limited to, the aircraft specified in paragraph (c)(2) that are certificated in any category:

(1) Anjou Aeronautique safety belts and restraint systems: Part Numbers/Types 343, 343-1, 343AM, 343B, 343BM, 343C, 343CM, 343D, and 343M.

(2) Affected aircraft: The following is a list of aircraft that may incorporate the affected Anjou Aeronautique safety belts and restraint systems:

(i) EUROCOPTER FRANCE Models AS332C, AS332L, AS332L1, AS332L2, and AS350B2 helicopters; and

(ii) SOCATA–Groupe AEROSPATIALE TB 9, TB 10, TB 20, TB 21, TB 200, TMB 700, Rallye 100S, Rallye 150T, Rallye 150ST, Rallye 235E, and Rallye 235C airplanes.

**What Is the Unsafe Condition Presented in This AD?**

(d) This AD is the result of reports of inadvertent unbuckling of the ANJOU seat belts and two safety recommendations to take AD action. The actions specified in this AD are intended to detect and correct defective safety belts and restraint systems, which could result in failure of the safety belts and restraint systems. This failure could lead to lack of occupant restraint during normal or crash loads.

**What Must I Do To Address This Problem?**

(e) To address this problem, you must accomplish the following:

| Actions | Compliance | Procedures |
|---|---|---|
| (1) Inspect the installed Anjou Aeronautique/ TRW Repa S.A./L'Aiglon safety belts and restraint systems (types 343, 343–1, 343AM, 343B, 343BM, 343C, 343CM, 343D, or 343M) for: (i) defective buckle latch; and (ii) exceeded service life. | Within the next 50 hours time-in-service (TIS) after February 17, 2004 (the effective date of this AD) or 4 calendar months after February 17, 2004 (the effective date of this AD), whichever occurs first, unless already accomplished. Repetitively inspect thereafter at every 12 calendar months until the affected safety belt and restraint system is replaced as specified by paragraph (e)(3) of this AD. | *For types 343, 343AM, 343B, 343BM, 343C, 343CM, 343D, or 343M:* Follow Anjou Aeronautique Service Bulletin No. No. 343–25–02, Issue 1, dated October 23, 2001. *For type 343–1:* Follow Anjou Aeronautique Service Bulletin No. 343–1–25–01, Issue 1, dated October 23, 2001. |
| (2) If any defective buckle latch or safety belt and restraint system with exceeded service life is found during any inspection required by paragraph (e)(1) of this AD:<br>(i) For any defective buckle latch, replace defective parts with new parts.<br>(ii) For any safety belt and restraint system that has exceeded its service life, replace with a non-Anjou Aeronautique/TRW Repa S.A./L'Aiglon FAA-approved safety belt and restraint system. The service life limit for the Anjou Aeronautique/TRW Repa S.A./L'Aiglon is 60 calendar months after the date of manufacture. | Prior to further flight after any inspection required by paragraph (e)(1) of this AD. | *For types 343, 343AM, 343B, 343BM, 343C, 343CM, 343D, or 343M:* Follow Anjou Aeronautique Service Bulletin No. No. 343–25–02, Issue 1, dated October 23, 2001. *For type 343–1:* Follow Anjou Aeronautique Service Bulletin No. 343–1–25–01, Issue 1, dated October 23, 2001. |
| (3) Replace any installed Anjou Aeronautique/ TRW Repa S.A./L'Aiglon safety belts and restraint systems (types 343, 343–1, 343AM, 343B, 343BM, 343C, 343CM, 343D, or 343M). Replacement of all safety belts and restraint systems eliminates the need for the repetitive inspections of paragraph (e)(1) of this AD. | Prior to exceeding the service life limit of 60 calendar months after the date of manufacture or 4 calendar months after February 17, 2004 (the effective date of this AD), whichever occurs later. | Not Applicable. |
| (4) Do not install any Anjou Aeronautique/TRW Repa S.A./L'Aiglon types 343, 343–1, 343–1, 343M, 343AM, 343B, 343BM, 343C, 343CM, and 343D safety belts and restraint systems. | As of February 17, 2004 (the effective date of this AD). | Not Applicable. |

**Note:** All inertia-reel type safety belts and restraint systems or fixed rear safety belts and restraint systems from another manufacturer are not affected by this AD.

**What About Alternative Methods of Compliance?**

(f) You may request a different method of compliance or a different compliance time for this AD by following the procedures in 14 CFR 39.13. Send your request to the Manager, Manager, Standards Office, Small Airplane Directorate, FAA. For information on any already approved alternative methods of compliance, contact Karl Schletzbaum, Aerospace Engineer, FAA, Small Airplane Directorate, 901 Locust, Room 301, Kansas City, Missouri 64106; telephone: (816) 329-4146; facsimile: (816) 329-4090.

**Is There Material Incorporated by Reference?**

(g) You must do the actions required by this AD per Anjou Aeronautique Service Bulletin No. 343-25-02, Issue 1, dated October 23, 2001, and Anjou Aeronautique Service Bulletin No. 343-1-25-01, Issue 1, dated October 23, 2001. The Director of the Federal Register approved the incorporation by reference of this service bulletin in accordance with 5 U.S.C. 552(a) and 1 CFR part 51. You may get a copy from Anjou Aeronautique, 13 Avenue De L'Osier, 49125 Tierce, France; telephone: 33 0 2 41 42 88 92; facsimile: 33 0 2 41 42 15 77. You may review copies at FAA, Central Region, Office of the Regional Counsel, 901 Locust, Room 506, Kansas City, Missouri 64106; or at the Office of the Federal Register, 800 North Capitol Street, NW, suite 700, Washington, DC.

Issued in Kansas City, Missouri, on December 17, 2003.
Michael Gallagher,
Manager, Small Airplane Directorate, Aircraft Certification Service.
[FR Doc. 03-31666 Filed 12-30-03; 8:45 am]
BILLING CODE 4910-13-P

**BW 2004-01**

**MCDONNELL DOUGLAS**
**AIRWORTHINESS DIRECTIVE**
**LARGE AIRCRAFT**

**2003-26-07 McDonnell Douglas:** Amendment 39-13404. Docket 2002-NM-103-AD.

**Applicability:** Model MD-90-30 airplanes, as listed in Boeing Alert Service Bulletin MD90-24A081, Revision 01, dated March 7, 2003; certificated in any category.

**Compliance:** Required as indicated, unless accomplished previously.

To prevent internal overheating and arcing of circuit breakers and airplane wiring due to long-term use and breakdown of internal components of the circuit breakers, which could result in smoke and fire in the flight compartment and main cabin, accomplish the following:

**Inspection and Replacement**

(a) Within 18 months after the effective date of this AD: Perform a one-time general visual inspection of the circuit breakers to determine if discrepant circuit breakers are installed (includes circuit breakers manufactured by Wood Electric and Wood Electric Division of Brumfield Potter Corporations, and incorrect circuit breakers installed per Boeing Alert Service Bulletin MD90-24A081, dated February 14, 2002), per Boeing Alert Service Bulletin MD90-24A081, Revision 01, dated March 7, 2003. Instead of performing the one-time inspection, a review of the airplane maintenance records is acceptable if the part number of the discrepant circuit breakers can be positively determined by that review.

**Note 1:** For the purposes of this AD, a general visual inspection is defined as: "A visual examination of an interior or exterior area, installation, or assembly to detect obvious damage, failure, or irregularity. This level of inspection is made from within touching distance unless otherwise specified. A mirror may be necessary to enhance visual access to all exposed surfaces in the inspection area. This level of inspection is made under normally available lighting conditions such as daylight, hangar lighting, flashlight, or droplight and may require removal or opening of access panels or doors. Stands, ladders, or platforms may be required to gain proximity to the area being checked."

(1) If no discrepant circuit breaker is found: No further action is required by this paragraph.

(2) If any discrepant circuit breaker is found: Before further flight, replace the circuit breaker with a new, approved circuit breaker, per the service bulletin.

**Part Installation**

(b) As of the effective date of this AD, no person shall install a circuit breaker manufactured by Wood Electric Corporation or Wood Electric Division of Potter Brumfield Corporation on any airplane.

**Alternative Methods of Compliance**

(c) In accordance with 14 CFR 39.19, the Manager, Los Angeles Aircraft Certification Office, FAA, is authorized to approve alternative methods of compliance for this AD.

**Incorporation by Reference**

(d) Unless otherwise provided in this AD, the actions shall be done in accordance with Boeing Alert Service Bulletin MD90-24A081, Revision 01, dated March 7, 2003. This incorporation by reference was approved by the Director of the Federal Register in accordance with 5 U.S.C. 552(a) and 1 CFR part 51. Copies may be obtained from Boeing Commercial Aircraft Group, Long Beach Division, 3855 Lakewood Boulevard, Long Beach, California 90846, Attention: Data and Service Management, Dept. C1-L5A (D800-0024). Copies may be inspected at the FAA, Transport Airplane Directorate, 1601 Lind Avenue, SW., Renton, Washington; or at the FAA, Los Angeles Aircraft Certification Office, 3960 Paramount Boulevard, Lakewood, California; or at the Office of the Federal Register, 800 North Capitol Street, NW., suite 700, Washington, DC.

**Effective Date**

(e) This amendment becomes effective on February 4, 2004.

Issued in Renton, Washington, on December 19, 2003.
Ali Bahrami,
Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.
[FR Doc. 03-31851 Filed 12-30-03; 8:45 am]
BILLING CODE 4910-13-P

**BW 2004-01**

**BOEING**
**AIRWORTHINESS DIRECTIVE**
**LARGE AIRCRAFT**

**2003-26-08 Boeing:** Amendment 39-13405. Docket 2000-NM-422-AD

**Applicability:** Model 737-100, -200, -200C, -300, -400, and -500 series airplanes; line numbers 1 through 2696 inclusive; certificated in any category.

**Compliance:** Required as indicated, unless accomplished previously.

To prevent rupture of the potable water tank during flight of the airplane, which could result in structural damage to the airplane and its inability to sustain flight loads, accomplish the following:

**Modification and Replacement**

(a) For those airplanes listed in the effectivity section of Boeing Service Bulletin 737-38-1029, Revision 1, dated August 19, 1993, on which the modification of the potable water pressurization system specified in the service bulletin has not been accomplished: Within 18 months after the effective date of this AD, except as specified in paragraph (d) of this AD, perform the requirements of paragraphs (a)(1) and (a)(2) of this AD.

(1) Except as specified in paragraphs (a)(1)(i) and (a)(1)(ii) of this AD, modify the potable water pressurization system; in accordance with Boeing Service Bulletin 737-38-1029, dated June 6, 1991; or Revision 1, dated August 19, 1993.

(i) Do not reinstall the existing pressure relief valve having part number (P/N) 520A6DB50.

(ii) Do not perform the leak test procedures specified in the service bulletin.

(2) Install a new pressure relief valve having P/N RV05-362, in accordance with Boeing Service Bulletin 737-38A1047, Revision 2, dated July 18, 2002.

(b) For those airplanes listed in the effectivity section of Boeing Service Bulletin 737-38-1029, dated June 6, 1991; or Revision 1, dated August 19, 1993; on which the modification of the potable water pressurization system specified in that service bulletin has been accomplished: Within 18 months after the effective date of this AD, remove the existing pressure relief valve from the potable water tank, and replace the valve with a new pressure relief valve having P/N RV05-362; in accordance with Boeing Service Bulletin 737-38A1047, Revision 2, dated July 18, 2002.

(c) For all other airplanes having line numbers 1 through 2523 inclusive: Within 18 months after the effective date of this AD unless previously accomplished, remove the existing pressure relief valve from the potable water tank, and replace the valve with a new pressure relief valve having P/N RV05-362, in accordance with Boeing Service Bulletin 737-38A1047, Revision 2, dated July 18, 2002.

**Acceptable Compliance With Certain Paragraphs**

(d) Installation of a new pressure relief valve having P/N RV05-362, in accordance with Boeing Service Bulletin 737-38A1047, dated November 9, 2000; or Revision 1, dated September 27, 2001; is acceptable for compliance with paragraph (a)(2), (b), or (c) of this AD.

**Replacement of Pressure Relief Valve for Certain Airplanes**

(e) For airplanes having line numbers 2524 through 2696 inclusive: Within 18 months after the effective date of this AD, remove the existing pressure relief valve from the potable water tank and replace the valve with a new pressure relief valve having P/N RV05-362, in accordance with Boeing Service Bulletin 737-38A1038, Revision 2, dated September 25, 1997.

**Acceptable for Compliance With Paragraph (e)**

(f) For those airplanes having line numbers 2527 through 2696 inclusive and having air compressors installed in the potable water tank pressurization system: Removal of the existing pressure relief valve from the potable water tank and replacement of the valve with a new pressure relief valve having P/N RV05-362, in accordance with Boeing Service Bulletin 737-38A1038, dated December 1, 1994; or Revision 1, dated February 2, 1995; is acceptable for compliance with the requirements of paragraph (e) of this AD.

**Part Installation**

(g) As of the effective date of this AD, no person may install a pressure relief valve having P/N 520A6DB50, 520A6DB60, or D524TP6D60 on any airplane.

**Alternative Methods of Compliance**

(h) In accordance with 14 CFR 39.19, the Manager, Seattle Aircraft Certification Office, FAA, is authorized to approve alternative methods of compliance for this AD.

**Incorporation by Reference**

(i) Unless otherwise specified in this AD, the actions shall be done in accordance with the service bulletins listed in Table 1 of this AD, as applicable:

**TABLE 1.—APPLICABLE SERVICE BULLETINS**

| Boeing service bulletin— | Revision— | Date— |
|---|---|---|
| 737–38–1029 | original | June 6, 1991 |
| 737–38–1029 | Revision 1 | August 19, 1993 |
| 737–38A1038 | original | December 1, 1994 |
| 737–38A1038 | Revision 1 | February 2, 1995 |
| 737–38A1038 | Revision 2 | September 25, 1997 |
| 737–38A1047 | Revision 2 | July 18, 2002 |

This incorporation by reference was approved by the Director of the Federal Register in accordance with 5 U.S.C. 552(a) and 1 CFR part 51. Copies may be obtained from Boeing Commercial Airplane Group, PO Box 3707, Seattle, Washington 98124-2207. Copies may be inspected at the FAA, Transport Airplane Directorate, 1601 Lind Avenue, SW., Renton, Washington; or at the Office of the Federal Register, 800 North Capitol Street, NW., suite 700, Washington, DC.

**Effective Date**

(j) This amendment becomes effective on February 4, 2004.

Issued in Renton, Washington, on December 19, 2003.
Ali Bahrami,
Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.
[FR Doc. 03-31853 Filed 12-30-03; 8:45 am]
BILLING CODE 4910-13-P

**BW 2004-01**

**PRATT & WHITNEY**
**AIRWORTHINESS DIRECTIVE**
**ENGINE**
**LARGE AIRCRAFT**

**2003-26-09 Pratt & Whitney:** Amendment 39-13407. Docket No. 2003-NE-40-AD. Supersedes AD 2003-22-09, Amendment 39-13357.

**Effective Date**

(a) The effective date of this AD is the same as AD 2003-22-09, which is December 3, 2003.

**Affected ADs**

(b) This AD supersedes AD 2003-22-09.

**Applicability**

(c) This AD applies to Pratt & Whitney PW4074, PW4074D, PW4077, PW4077D, PW4084, PW4084D, PW4090, PW4090D, PW4090-3, and PW4098 turbofan engines. These engines are installed on, but not limited to, Boeing 777 series airplanes.

**Unsafe Condition**

(d) This AD results from the finding of a significant reference error in one of the borescope inspection compliance paragraphs of AD 2003-22-09. This AD also results from reports of engine high pressure turbine (HPT) assembly hardware being damaged as a result of thermal distress from oil igniting after leaking from the No. 3 bearing compartment. We are issuing this AD to prevent thermal distressed HPT assembly hardware from remaining in service, which could result in a cracked HPT stage 1 disk and HPT stage 1-2 air seal and an uncontained engine failure.

**Compliance**

(e) You are responsible for having the actions required by this AD performed within the compliance times specified unless the actions have already been done.

**Credit for Previous Inspections**

(f) Inspections performed before the effective date of this AD, using AD 2003-22-09 or Pratt & Whitney Alert Service Bulletin (ASB) No. PW4G-112-A72-257, dated June 30, 2003, may be counted toward satisfying the initial and repetitive inspection requirements of paragraphs (g) through (k) of this AD.

**Borescope Inspection of Engines With High Oil Consumption**

(g) For engines with high oil consumption that troubleshooting procedures fail to determine the source of oil loss, borescope-inspect No. 3 bearing oil vent tube assembly and or HPT assembly within 100 cycles-in-service (CIS) of the high oil consumption event, using paragraphs (g)(1) through (g)(2) of this AD. Information on troubleshooting engines with high oil consumption can be found in Boeing 777 Fault Isolation Manual (FIM), section 71-05, Task 830. See paragraph (l) of this AD for a definition of high oil consumption.

(1) Borescope-inspect the No. 3 bearing oil vent tube assembly for evidence of oil wetting or staining. Follow Step 3, paragraphs 1. through 1.A.(8)(a) of Accomplishment Instructions of Pratt & Whitney ASB No. PW4G-112-A72-257, Revision 1, dated August 22, 2003.

(2) If the No. 3 bearing oil vent tube is blocked and attempts to clear it are unsuccessful, borescope-inspect the HPT assembly, following Step 4, paragraphs 1. through 1.B(14) of Accomplishment Instructions of ASB No. PW4G-112-A72-257, Revision 1, dated August 22, 2003.

(3) Remove the HPT assembly within 100 CIS of the high oil consumption event if evidence of oil wetting or staining is found in the No. 3 bearing oil vent tube or on the HPT first stage disk.

(4) Replace any heat distressed HPT assembly hardware if oil wetting or staining is found.

**Turbine Exhaust Case (TEC) Inspections Of All Engines**

(h) Inspect the TEC of all engines, within 500 hours-in-service (HIS) after the effective date of this AD as follows:

(1) Visually inspect the TEC in the vicinity of the No. 3 bearing oil vent tube assembly for evidence of oil wetting or staining, using Figure 2 of Pratt & Whitney ASB No. PW4G-112-A72-257, Revision 1, dated August 22, 2003, for location of inspection.

(2) If evidence of oil wetting or staining is found at the TEC, borescope-inspect the No. 3 bearing oil vent tube assembly within 100 additional CIS, to confirm the oil is from the vent tube. Follow Step 1, paragraphs 1.B. through 1.D.(8)(a) of Accomplishment Instructions of Pratt & Whitney ASB No. PW4G-112-A72-257, Revision 1, dated August 22, 2003.

(3) If the No. 3 bearing oil vent tube is blocked and attempts to clear it are unsuccessful, borescope-inspect the HPT assembly following Step 4, paragraphs 1. through 1.B.(14) of Accomplishment Instructions of ASB No. PW4G-112-A72-257, Revision 1, dated August 22, 2003.

(4) Remove the HPT assembly within 100 CIS since performing the visual inspection of the TEC specified in paragraph (h)(1) of this AD, if evidence of oil wetting or staining is found in the No. 3 bearing oil vent tube or found on the HPT first stage disk.

(5) Replace any heat distressed HPT assembly hardware if oil wetting or staining is found.

**Borescope Inspections of All Engines**

(i) Borescope-inspect the No. 3 bearing oil vent tube assembly of all engines at or before accumulating 600 CIS or 2,000 HIS, whichever occurs first, after the effective date of this AD, as follows:

(1) Borescope-inspect the No. 3 bearing oil vent tube assembly for evidence of oil wetting or staining. Follow Step 2, paragraphs 1. through 1.A.(8) of Accomplishment Instructions of Pratt & Whitney ASB No. PW4G-112-A72-257, Revision 1, dated August 22, 2003.

(2) If the No. 3 bearing oil vent tube is blocked and attempts to clear it are unsuccessful, borescope-inspect the HPT assembly following Step 4, paragraphs 1. through 1.B.(14) of Accomplishment Instructions of ASB No. PW4G-112-A72-257, Revision 1, dated August 22, 2003.

(3) Remove the HPT assembly within 100 CIS since performing the borescope inspection of the No. 3 bearing oil vent tube specified in paragraph (i)(1) of this AD, if evidence of oil wetting or staining is found in the No. 3 bearing oil vent tube or found on the HPT first stage disk.

(4) Replace any heat distressed HPT assembly hardware if oil wetting or staining is found.

**Repetitive Inspections of All Engines**

(j) Repeat the inspections of the TEC of all engines by following paragraphs (h)(1) through (h)(3) of this AD, at intervals not to exceed 500 HIS since last visual check of the TEC, and disposition the engine as specified in paragraphs (h)(4) through (h)(5) of this AD.

(k) Repeat borescope inspections of all engines by following paragraphs (i)(1) through (i)(2) of this AD, at intervals not to exceed 600 CIS or 2,000 HIS since last borescope inspection of the No. 3 oil vent tube, and disposition the engine as specified in paragraphs (i)(3) through (i)(4) of this AD.

**Definition**

(l) For the purposes of this AD, high oil consumption is defined as an engine consuming more than 0.5 quarts of oil per hour, as provided in the Boeing 777 FIM.

**Alternative Methods of Compliance**

(m) The Manager, Engine Certification Office, has the authority to approve alternative methods of compliance for this AD if requested using the procedures found in 14 CFR 39.19.

**Material Incorporated by Reference**

(n) You must follow Pratt & Whitney Alert Service Bulletin specified in Table 1 to perform the inspections required by this AD. The Director of the Federal Register approved the incorporation by reference of this service bulletin as of December 3, 2003 (68 FR 62228, November 3, 2003) in accordance with 5 U.S.C. 552(a) and 1 CFR part 51. You can get a copy from Pratt & Whitney, 400 Main St., East Hartford, CT 06108; telephone (860) 565-7700; fax (860) 565-1605. You may review copies at the FAA, New England Region, Office of the Regional Counsel, 12 New England Executive Park, Burlington, MA; or at the Office of the Federal Register, 800 North Capitol Street, NW, suite 700, Washington, DC.

**TABLE 1—INCORPORATION BY REFERENCE**

| Alert service bulletin No. | Page No. | Revision | Date |
|---|---|---|---|
| PW4G–112–A72–257 | 1–5 | 1 | August 22, 2003. |
| | 6–7 | Original | June 30, 2003. |
| | 8 | 1 | August 22, 2003. |
| | 9 | Original | June 30, 2003. |
| | 10 | 1 | August 22, 2003. |
| | 11 | Original | June 30, 2003. |
| | 12 | 1 | August 22, 2003. |
| Total Pages: 22 | 13–22 | Original | June 30, 2003. |

**Related Information**

(o) Boeing 777 Fault Isolation Manual, section 71-05, Task 830, pertains to high oil consumption troubleshooting procedures referred to in this AD.

Issued in Burlington, Massachusetts, on December 23, 2003.
Mark C. Fulmer,
Acting Manager, Engine and Propeller Directorate, Aircraft Certification Service.
[FR Doc. 03-32156 Filed 12-30-03; 8:45 am]
BILLING CODE 4910-13-P

**BW 2004-01**

**AIRBUS**
**AIRWORTHINESS DIRECTIVE**
**LARGE AIRCRAFT**

**2003-26-10 Airbus:** Amendment 39-13408. Docket 2003-NM-248-AD.

**Applicability:** Model A300 B2 and B4 series airplanes; and A300 B4-600, B4-600R, C4-605R Variant F, and F4-600R (collectively called A300-600) series airplanes; on which Airbus Modification 10147 has not been done; certificated in any category.

**Compliance:** Required as indicated, unless accomplished previously.

To find and fix cracking of the lower outboard flange of gantry No. 4, which could result in reduced structural integrity of the fuselage, and consequent rapid decompression of the airplane, accomplish the following:

**One-Time Inspection**

(a) At the later of the times specified in paragraphs (a)(1) and (a)(2) of this AD: Do a one-time detailed inspection for cracking of the lower outboard flange of gantry No. 4 in the main landing gear bay area per paragraph 4.2.1 of Airbus All Operators Telex (AOT) A300-53A0371, Revision 01 (for Model A300 B2 and B4 series airplanes); or AOT A300-53A6145, Revision 01 (for Model A300-600 series airplanes); both dated September 10, 2003; as applicable.

(1) Before the accumulation of 8,000 total flight cycles since the date of issuance of the original Airworthiness Certificate or the date of issuance of the Export Certificate of Airworthiness, whichever is first.

(2) Within 30 days after the effective date of this AD.

**Note 1:** For the purposes of this AD, a detailed inspection is defined as: "An intensive visual examination of a specific structural area, system, installation, or assembly to detect damage, failure, or irregularity. Available lighting is normally supplemented with a direct source of good lighting at intensity deemed appropriate by the inspector. Inspection aids such as mirror, magnifying lenses, etc., may be used. Surface cleaning and elaborate access procedures may be required."

**Repair**

(b) Repair any cracking found during the inspection required by paragraph (a) of this AD before further flight, per a method approved by either the Manager, International Branch, ANM-116, FAA, Transport Airplane Directorate; or the Direction Générale de l'Aviation Civile (or its delegated agent).

**Reporting**

(c) Submit a report of the findings (both positive and negative) of the inspection required by paragraph (a) of this AD to Airbus Customer Services, SEA21, Attention: Mr. Davide Cavazzini, fax number +33+ (0) 5.61.93.36.14, at the applicable time specified in paragraph (c)(1) or (c)(2) of this AD. The report must include the inspection results, a description of any cracking found, the airplane serial number, and the number of flight cycles on the airplane. Under the provisions of the Paperwork Reduction Act of 1980 (44 U.S.C. 3501 et seq.), the Office of Management and Budget (OMB) has approved the information collection requirements contained in this AD and has assigned OMB Control Number 2120-0056.

(1) If the inspection was done after the effective date of this AD: Submit the report within 30 days after the inspection.

(2) If the inspection was done before the effective date of this AD: Submit the report within 30 days after the effective date of this AD.

**Alternative Methods of Compliance**

(d) In accordance with 14 CFR 39.19, the Manager, International Branch, ANM-116, is authorized to approve alternative methods of compliance for this AD.

**Incorporation by Reference**

(e) Unless otherwise provided in this AD, the actions shall be done in accordance with Airbus All Operators Telex A300-53A0371, Revision 01, dated September 10, 2003; or Airbus All Operators Telex A300-53A6145, Revision 01, dated September 10, 2003; as applicable. This incorporation by reference was approved by the Director of the Federal Register in accordance with 5 U.S.C. 552(a) and 1 CFR part 51. Copies may be obtained from Airbus, 1 Rond Point Maurice Bellonte, 31707 Blagnac Cedex, France. Copies may be inspected at the FAA, Transport Airplane Directorate, 1601 Lind Avenue, SW., Renton, Washington; or at the Office of the Federal Register, 800 North Capitol Street, NW., suite 700, Washington, DC.

**Note 2:** The subject of this AD is addressed in French airworthiness directive 2003-356(B), dated September 17, 2003.

**Effective Date**

(f) This amendment becomes effective on January 22, 2004.

Issued in Renton, Washington, on December 23, 2003.
Ali Bahrami,
Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.
[FR Doc. 04-46 Filed 1-6-04; 8:45 am]
BILLING CODE 4910-13-P

**BW 2004-01**

**GENERAL ELECTRIC COMPANY**
**AIRWORTHINESS DIRECTIVE**
**ENGINE**
**LARGE AIRCRAFT**

**2003-26-11 General Electric Company:** Amendment 39-13409. Docket No. 2003-NE-26-AD.

**Effective Date**

(a) This airworthiness directive (AD) becomes effective February 5, 2004.

**Affected ADs**

(b) None.

**Applicability**

(c) This AD applies to General Electric Company (GE) CF6-80E1A2 and -80E1A4 turbofan engines with left vertical link bolts part number (P/N) 1304M26P02 installed, and pylon attachment bolts originally torqued to 450-500 lb ft. These engines are installed on, but not limited to Airbus Industrie A330-200 and A330-300 airplanes.

**Unsafe Condition**

(d) This AD is prompted by revised analyses of forward engine mount loads by the airframe manufacturer. We are issuing this AD to prevent engine separation that could result from a reduction of engine mount structural integrity due to failure of pylon attachment bolts or vertical link bolts.

**Compliance**

(e) You are responsible for having the actions required by this AD performed within the compliance cycles and times specified unless the actions have already been done.

**Torque Reduction of Pylon Attachment Bolts**

(f) For CF6-80E1A2 engines, reduce the pylon attachment bolt torque on each of the five bolts to 400-450 lb ft, before exceeding 7,160 cycles-since-new (CSN) or before exceeding 5,120 cycles-since-last-installation (CSLI), whichever is later. Use paragraph 3. of Accomplishment Instructions of Alert Service Bulletin (ASB) No. CF6-80E1 S/B 72-A0184, Revision 1, dated February 26, 2002, to reduce the torque.

(g) For CF6-80E1A4 engines, reduce the pylon attachment bolt torque on each of the five bolts to 400-450 lb ft, before exceeding 6,520 CSN or before exceeding 4,480 CSLI, whichever is later. Use paragraph 3. of Accomplishment Instructions of ASB No. CF6-80E1 S/B 72-A0184, Revision 1, dated February 26, 2002, to reduce the torque.

**Replacement of Left Vertical Link Bolts**

(h) For CF6-80E1A2 and -80E1A4 turbofan engines, remove the three left vertical link bolts, P/N 1304M26P02, and replace with three left vertical link bolts, P/N 1304M26P05, at next shop visit. Bolts P/N 1304M26P05 are serialized and have a calculated life limit published in the Life Limits section of Chapter 5 of the engine manual.

**Definitions**

(i) For the purpose of this AD, CSLI is defined as cycles since the engine was last installed on the pylon.

(j) For the purpose of this AD, next shop visit is defined as induction of the engine into a shop for any reason.

**Alternative Methods of Compliance**

(k) The Manager, Engine Certification Office, has the authority to approve alternative methods of compliance for this AD if requested using the procedures found in 14 CFR 39.19.

**Material Incorporated by Reference**

(l) You must use GE Alert Service Bulletin No. CF6-80E1 S/B 72-A0184, Revision 1, dated February 26, 2002, for reducing the bolt torque required by this AD. The Director of the Federal Register approved the incorporation by reference of this service bulletin in accordance with 5 U.S.C. 552(a) and 1 CFR part 51. You can get a copy from General Electric Company via Lockheed Martin Technology Services, 10525 Chester Road, Suite C, Cincinnati, Ohio 45215; telephone (513) 672-8400; fax (513) 672-8422. You can review a copy at the FAA, New England Region, Office of the Regional Counsel, 12 New England Executive Park, Burlington, MA; or at the Office of the Federal Register, 800 North Capitol Street, NW., suite 700, Washington, DC.

**Related Information**

(m) The Direction Generale de L'Aviation Civile, which is the airworthiness authority for France, issued AD 2001-556(B), which pertains to the subject of this AD.

Issued in Burlington, Massachusetts, on December 23, 2003.
Mark C. Fulmer,
Acting Manager, Engine and Propeller Directorate, Aircraft Certification Service.
[FR Doc. 04-144 Filed 1-5-04; 8:45 am]
BILLING CODE 4910-13-P

**BW 2004-01**

**BOEING**
**AIRWORTHINESS DIRECTIVE**
**LARGE AIRCRAFT**

**2003-26-12 Boeing:** Amendment 39-13411. Docket 2001-NM-374-AD.

**Applicability:** Model 737-600, -700, and -800 series airplanes, as listed in Boeing Service Bulletin 737-23A1169, Revision 2, including Appendices A and B, dated June 21, 2001; Model 757-200 series airplanes, as listed in Boeing Alert Service Bulletin 757-23A0060, Revision 1, including Appendices A and B, dated January 11, 2001; and Model 757-300 series airplanes, as listed in Boeing Alert Service Bulletin 757-23A0061, Revision 1, including Appendices A and B, dated January 11, 2001; certificated in any category.

**Note 1:** This AD applies to each airplane identified in the preceding applicability provision, regardless of whether it has been modified, altered, or repaired in the area subject to the requirements of this AD. For airplanes that have been modified, altered, or repaired so that the performance of the requirements of this AD is affected, the owner/operator must request approval for an alternative method of compliance in accordance with paragraph (d) of this AD. The request should include an assessment of the effect of the modification, alteration, or repair on the unsafe condition addressed by this AD; and, if the unsafe condition has not been eliminated, the request should include specific proposed actions to address it.

**Compliance:** Required as indicated, unless accomplished previously.

To prevent a short circuit in a video distribution unit (VDU) connector and consequent arcing and damage to wiring within the connector, which could result in damage to adjacent systems or structure and possible smoke or fire in the airplane cabin, accomplish the following:

**Model 737-600, -700, and -800 Series Airplanes: Inspections and Follow-On Actions**

(a) For Model 737-600, -700, and -800 series airplanes: Within 18 months after the effective date of this AD, replace existing VDU connectors with new, improved connectors, and install a drip loop in the wiring at the new VDU connectors, per Part 2 of the Accomplishment Instructions of Boeing Service Bulletin 737-23A1169, Revision 2, including Appendices A and B, dated June 21, 2001.

**Model 757-200 and -300 Series Airplanes: Inspections and Follow-on Actions**

(b) For Model 757-200 and -300 series airplanes: Within 18 months after the effective date of this AD, replace existing VDU connectors with new, improved connectors, or with new wire assemblies (jumpers), as applicable, per Part 2 of the Accomplishment Instructions of Boeing Alert Service Bulletin 757-23A0060, Revision 1, including Appendices A and B, dated January 11, 2001 (for Model 757-200 series airplanes); or Boeing Alert Service Bulletin 757-23A0061, Revision 1, including Appendices A and B, dated January 11, 2001 (for Model 757-300 series airplanes); as applicable.

**Part Installation**

(c) As of the effective date of this AD, no person shall install a VDU connector, part number CAMA11W1P, on any airplane.

**Alternative Methods of Compliance**

(d) An alternative method of compliance or adjustment of the compliance time that provides an acceptable level of safety may be used if approved by the Manager, Seattle Aircraft Certification Office (ACO), FAA. Operators shall submit their requests through an appropriate FAA Principal Maintenance Inspector, who may add comments and then send it to the Manager, Seattle ACO.

**Note 2:** Information concerning the existence of approved alternative methods of compliance with this AD, if any, may be obtained from the Seattle ACO.

**Special Flight Permits**

(e) Special flight permits may be issued in accordance with §§ 21.197 and 21.199 of the Federal Aviation Regulations (14 CFR 21.197 and 21.199) to operate the airplane to a location where the requirements of this AD can be accomplished.

**Incorporation by Reference**

(f) The actions shall be done in accordance with Boeing Service Bulletin 737-23A1169, Revision 2, including Appendices A and B, dated June 21, 2001; Boeing Alert Service Bulletin 757-23A0060, Revision 1, including Appendices A and B, dated January 11, 2001; or Boeing Alert Service Bulletin 757-23A0061, Revision 1, including Appendices A and B, dated January 11, 2001; as applicable. This incorporation by reference was approved by the Director of the Federal Register in accordance with 5 U.S.C. 552(a) and 1 CFR part 51. Copies may be obtained from Boeing Commercial Airplane Group, P.O. Box 3707, Seattle, Washington 98124-2207. Copies may be inspected at the FAA, Transport Airplane Directorate, 1601 Lind Avenue, SW., Renton, Washington; or at the Office of the Federal Register, 800 North Capitol Street, NW., suite 700, Washington, DC.

**Effective Date**

(g) This amendment becomes effective on February 11, 2004.

Issued in Renton, Washington, on December 23, 2003.
Ali Bahrami,
Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.
[FR Doc. 04-33 Filed 1-6-04; 8:45 am]
BILLING CODE 4910-13-P

**BW 2004-01**

**BOEING**
**AIRWORTHINESS DIRECTIVE**
**LARGE AIRCRAFT**

**2003-26-13 Boeing:** Amendment 39-13412. Docket 2003-NM-05-AD.

**Applicability:** Model 747 series airplanes, certificated in any category, as listed in Boeing Alert Service Bulletin 747-29A2102, dated June 29, 2000.

**Note 1:** This AD applies to each airplane identified in the preceding applicability provision, regardless of whether it has been modified, altered, or repaired in the area subject to the requirements of this AD. For airplanes that have been modified, altered, or repaired so that the performance of the requirements of this AD is affected, the owner/operator must request approval for an alternative method of compliance in accordance with paragraph (d) of this AD. The request should include an assessment of the effect of the modification, alteration, or repair on the unsafe condition addressed by this AD; and, if the unsafe condition has not been eliminated, the request should include specific proposed actions to address it.

**Compliance:** Required as indicated, unless accomplished previously.
To prevent leakage of hydraulic (flammable) fluid into an engine fire, which could result in an uncontrolled fire, accomplish the following:

**Part Identification**

(a) Within 6 months after the effective date of this AD, check maintenance records or perform a general visual inspection of each engine strut to determine whether any discrepant valve is installed as a hydraulic supply (fire) shutoff valve for the engine-driven pump. A discrepant valve is a Circle Seal valve part number (P/N) S270T010-3 or a valve that cannot be readily identified. Identify the part in accordance with Boeing Alert Service Bulletin 747-29A2102, dated June 29, 2000. If no discrepant valve is installed, no further work is required by this paragraph.

**Note 2:** For the purposes of this AD, a general visual inspection is defined as: "A visual examination of an interior or exterior area, installation, or assembly to detect obvious damage, failure, or irregularity. This level of inspection is made from within touching distance unless otherwise specified. A mirror may be necessary to enhance visual access to all exposed surfaces in the inspection area. This level of inspection is made under normally available lighting conditions such as daylight, hangar lighting, flashlight, or droplight and may require removal or opening of access panels or doors. Stands, ladders, or platforms may be required to gain proximity to the area being checked."

**Corrective Actions for Discrepant Valves**

(b) For any discrepant valve found during the part identification required by paragraph (a) of this AD:

(1) Within 6 months after the effective date of this AD, do a hydraulic supply (fire) shutoff valve test, in accordance with paragraph 3.J. of the Accomplishment Instructions of Boeing Alert Service Bulletin 747-29A2102, dated June 29, 2000.

(i) If the valve passes the test, repeat the test in accordance with paragraph (b)(2) of this AD.

(ii) If the valve does not pass the test: Before further flight, replace the valve with a serviceable valve, P/N S270T010-3, 10-3200-1, 10-3200-2, or a valve identified in paragraph 3.I. of the Accomplishment Instructions of the service bulletin; and do a hydraulic supply (fire) shutoff valve test; in accordance with the Accomplishment Instructions of the service bulletin. Replacement with a serviceable valve, P/N 10-3200-1, 10-3200-2, or a valve identified in paragraph 3.I. of the Accomplishment Instructions of the service bulletin, terminates the repetitive tests required by paragraph (b)(2) of this AD for that valve. If a P/N S270T010-3 valve is installed as a replacement, repeated testing must be performed per paragraph 3.J. of the Accomplishment Instructions of the service bulletin in accordance with paragraph (b)(2) of this AD.

(2) Repeat the test specified in paragraph (b)(1) of this AD on each discrepant valve at intervals not to exceed 6 months, until the actions specified by paragraph (b)(3) of this AD have been accomplished.

(3) Within 4 years after identifying the valve as required by paragraph (a) of this AD: Replace each discrepant valve with a serviceable valve, P/N 10-3200-1, 10-3200-2, or a valve identified in paragraph 3.I. of the Accomplishment Instructions of the service bulletin, and do a hydraulic supply (fire) shutoff valve test, in accordance with the Accomplishment Instructions of the service bulletin. Replacement with a serviceable valve, P/N 10-3200-1, 10-3200-2, or a valve identified in paragraph 3.I. of the Accomplishment Instructions of the service bulletin terminates the repetitive tests required by paragraph (b)(2) of this AD for that valve.

**Part Installation**

(c) As of the effective date of this AD, no person may install a Circle Seal valve P/N S270T010-3 on any airplane unless the requirements of this AD are accomplished for that valve.

**Alternative Methods of Compliance**

(d) An alternative method of compliance or adjustment of the compliance time that provides an acceptable level of safety may be used if approved by the Manager, Seattle Aircraft Certification Office (ACO), FAA. Operators shall submit their requests through an appropriate FAA Principal Maintenance Inspector, who may add comments and then send it to the Manager, Seattle ACO.

**Note 3:** Information concerning the existence of approved alternative methods of compliance with this AD, if any, may be obtained from the Seattle ACO.

**Special Flight Permits**

(e) Special flight permits may be issued in accordance with §§ 21.197 and 21.199 of the Federal Aviation Regulations (14 CFR 21.197 and 21.199) to operate the airplane to a location where the requirements of this AD can be accomplished.

**Incorporation by Reference**

(f) Unless otherwise specified in this AD, the actions shall be done in accordance with Boeing Alert Service Bulletin 747-29A2102, dated June 29, 2000. This incorporation by reference was approved by the Director of the Federal Register in accordance with 5 U.S.C. 552(a) and 1 CFR part 51. Copies may be obtained from Boeing Commercial Airplane Group, P.O. Box 3707, Seattle, Washington 98124-2207. Copies may be inspected at the FAA, Transport Airplane Directorate, 1601 Lind Avenue, SW., Renton, Washington; or at the Office of the Federal Register, 800 North Capitol Street, NW., suite 700, Washington, DC.

**Effective Date**

(g) This amendment becomes effective on February 11, 2004.

Issued in Renton, Washington, on December 23, 2003.
Ali Bahrami,
Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.
[FR Doc. 04-32 Filed 1-6-04; 8:45 am]
BILLING CODE 4910-13-P

**BW 2004-01**

**KIDDE AEROSPACE**
**AIRWORTHINESS DIRECTIVE**
**APPLIANCE**
**LARGE AIRCRAFT**

**2003-26-14 Kidde Aerospace:** Amendment 39-13413; Docket No. 2003-CE-19-AD.

**When Does This AD Become Effective?**

(a) This AD becomes effective on February 20, 2004.

**What Other ADs Are Affected by This Action?**

(b) None.

**What Airplanes Are Affected by This AD?**

(c) This AD affects aircraft that are certificated in any category and incorporate hand-held halon fire extinguishers with the following:

(1) Part number (P/N) 898052; and

(2) A serial number in the range of V-432001 through W-389653 inclusive that were manufactured sometime from 1995-2002.

(i) Serial numbers are identified by the Underwriter's Laboratories (UL) number printed on the label and are listed in succession.

(ii) Other variants of the UL number with prefixes other than "V" or "W" are not affected by this AD.

**What Is the Unsafe Condition Presented in This AD?**

(d) This AD is the result of information that shows that the discharge time of the affected fire extinguishers exceeds the maximum allowable discharge time. The problem is due to incomplete crimping of the siphon tube. We are issuing this AD to remove from service fire extinguishers that have this incomplete crimping of the siphon tube. If not removed from service, these fire extinguishers could function at diminished levels and compromise the level of safety in an emergency situation.

**What Must I Do To Address This Problem?**

(e) To address this problem, you must accomplish the following:

| Actions | Compliance | Procedures |
|---|---|---|
| (1) Remove from service any P/N 898052 hand-held halon fire extinguisher that has a serial number of V–432001 through W–389653 inclusive and was manufactured sometime from 1995–2002. You may not operate any aircraft without the applicable fire extinguishing equipment per FAA regulation.<br>(i) Serial numbers are identified by the Underwriter's Laboratories (UL) number printed on the label and are listed in succession.<br>(ii) Other variants of the UL number with prefixes other than ''V'' or ''W'' are not affected by this AD. | Within the next 12 months after February 20, 2004 (the effective date of this AD). | Kidde Aerospace Service Bulletin 898052–26–449, dated October 7, 2002, specifies procedures for identifying the affected fire extinguishers. Use the procedures in this service bulletin for the returned fire extinguishers. Specifically, do not discharge them or ship them to Kidde Aerospace since a special collection point has already been established. Ensure that you follow all Department of Transportation (DOT) regulations (49 CFR) in the transport of fire extinguishing equipment. The regulations identify fire extinguishers containing compressed or liquefied gas as hazardous. |
| (2) The owner/operator holding at least a private pilot certificate as authorized by section 43.7 of the Federal Aviation Regulations (14 CFR 43.7) may remove the fire extinguisher specified in paragraph (e)(1) of this AD. Make an entry into the aircraft records showing compliance with this portion of the AD in accordance with section 43.9 of the Federal Aviation Regulations (14 CFR 43.9). | Within the next 12 months after February 20, 2004 (the effective date of this AD). | Not Applicable. |
| (3) Do not install, on any aircraft, a Kidde Aerospace P/N 898052 handheld halon fire extinguisher V–432001 through W–389653 inclusive that was manufactured sometime from 1995–2002. | As of February 20, 2004 (the effective date of this AD). | Not Applicable. |

**What About Alternative Methods of Compliance?**

(f) You may request a different method of compliance or a different compliance time for this AD by following the procedures in 14 CFR 39.13. Send your request to the Manager, Atlanta Aircraft Certification Office, FAA. For information on any already approved alternative methods of compliance, contact Charles H. Bowser, Flight Test Engineer, FAA, Atlanta Aircraft Certification Office, One Crown Center, 1895 Phoenix Boulevard, Suite 450, Atlanta, Georgia 30349; telephone: (770) 703-6047; facsimile: (770) 703-6097.

**Is There Material Incorporated by Reference?**

(g) You must do the actions required by this AD per Kidde Aerospace Service Bulletin 898052-26-449, dated October 7, 2002. The Director of the Federal Register approved the incorporation by reference of this service bulletin in accordance with 5 U.S.C. 552(a) and 1 CFR part 51. You may get

a copy from Kidde Aerospace, Kidde Technologies, Inc., 4200 Airport Drive, NW, Wilson, North Carolina 27896; telephone: (252) 237-7004. You may review copies at FAA, Central Region, Office of the Regional Counsel, 901 Locust, Room 506, Kansas City, Missouri 64106; or at the Office of the Federal Register, 800 North Capitol Street, NW, suite 700, Washington, DC.

Issued in Kansas City, Missouri, December 23, 2003.
Michael Gallagher,
Manager, Small Airplane Directorate, Aircraft Certification Service.
[FR Doc. 04-44 Filed 1-6-04; 8:45 am]
BILLING CODE 4910-13-P

**BW 2004-01**

**BOMBARDIER, INC.**
**AIRWORTHINESS DIRECTIVE**
**LARGE AIRCRAFT**

**2004-01-01 Bombardier, Inc. (Formerly Canadair):** Amendment 39-13414. Docket 2002-NM-112-AD.

**Applicability:** Model CL-600-2B19 (Regional Jet Series 100 & 440) airplanes, serial numbers 7003 through 7573 inclusive, certificated in any category.

**Note 1:** This AD applies to each airplane identified in the preceding applicability provision, regardless of whether it has been modified, altered, or repaired in the area subject to the requirements of this AD. For airplanes that have been modified, altered, or repaired so that the performance of the requirements of this AD is affected, the owner/operator must request approval for an alternative method of compliance in accordance with paragraph (d) of this AD. The request should include an assessment of the effect of the modification, alteration, or repair on the unsafe condition addressed by this AD; and, if the unsafe condition has not been eliminated, the request should include specific proposed actions to address it.

**Compliance:** Required as indicated, unless accomplished previously.

To prevent peeling of the paint and markings from the dust covers for the flight data recorder (FDR) and cockpit voice recorder (CVR) equipment due to hydraulic mist from the actuators, which could result in the inability to identify the FDR and CVR equipment in the event of an accident-recovery mission, accomplish the following:

**One-Time Inspection and Corrective Actions**

(a) For airplanes having serial numbers 7003 through 7067 inclusive, and 7069 through 7570 inclusive: Within 18 months after the effective date of this AD, do a general visual inspection of the dust cover for the FDR to determine if a chemical agent resistant coating has been applied to the dust cover. Do the inspection per Part A of the Accomplishment Instructions of Bombardier Service Bulletin 601R-31-026, dated October 12, 2001. Dust covers that have had a protective coating applied are identified through the markings specified in the service bulletin.

(1) If specified markings are present: No further action is required by this paragraph.

(2) If specified markings are not present: Within 18 months after the effective date of this AD, or within 6 months after the inspection, whichever occurs first, do the action required by either paragraph (a)(2)(i) or (a)(2)(ii) of this AD:

(i) Rework the FDR dust cover per Part B of the Accomplishment Instructions of the service bulletin; or

(ii) Replace the FDR dust cover with a new dust cover per Part C of the Accomplishment Instructions of the service bulletin.

**Note 2:** For the purposes of this AD, a general visual inspection is defined as: "A visual examination of an interior or exterior area, installation, or assembly to detect obvious damage, failure, or irregularity. This level of inspection is made from within touching distance unless otherwise specified. A mirror may be necessary to enhance visual access to all exposed surfaces in the inspection area. This level of inspection is made under normally available lighting conditions such as daylight, hangar lighting, flashlight, or droplight and may require removal or opening of access panels or doors. Stands, ladders, or platforms may be required to gain proximity to the area being checked."

(b) For airplanes having serial numbers 7003 through 7067 inclusive, and 7069 through 7573 inclusive: Within 18 months after the effective date of this AD, do a general visual inspection of the CVR dust cover to determine if a chemical agent resistant coating has been applied to the dust cover. Dust covers that have had a protective coating applied are identified through the markings specified in the service bulletin. Do the inspection per Part A of the Accomplishment Instructions of Bombardier Service Bulletin 601R-23-056, dated October 12, 2001.

(1) If specified markings are present: No further action is required by this paragraph.

(2) If specified markings are not present: Within 18 months after the effective date of this AD, or within 6 months after the inspection, whichever occurs first, do the action required by either paragraph (b)(2)(i) or (b)(2)(ii) of this AD:

(i) Rework the CVR dust cover per Part B of the Accomplishment Instructions of the service bulletin; or

(ii) Replace the CVR dust cover with a new dust cover per Part C of the Accomplishment Instructions of the service bulletin.

**Parts Installation**

(c) As of the effective date of this AD, no person shall install an FDR dust cover, part number (P/N) 074E0198-00; or a CVR dust cover, P/N 075E0604-00 or 9300A218S; unless the rework action required by paragraphs (a)(2)(i) and (b)(2)(i) of this AD, as applicable, has been done.

**Alternative Methods of Compliance**

(d) An alternative method of compliance or adjustment of the compliance time that provides an acceptable level of safety may be used if approved by the Manager, New York Aircraft Certification Office (ACO), FAA. Operators shall submit their requests through an appropriate FAA Principal Maintenance Inspector, who may add comments and then send it to the Manager, New York ACO.

**Note 3:** Information concerning the existence of approved alternative methods of compliance with this AD, if any, may be obtained from the New York ACO.

**Special Flight Permits**

(e) Special flight permits may be issued in accordance with sections 21.197 and 21.199 of the Federal Aviation Regulations (14 CFR 21.197 and 21.199) to operate the airplane to a location where the requirements of this AD can be accomplished.

**Incorporation by Reference**

(f) The actions must be done in accordance with Bombardier Service Bulletin 601R-23-056, dated October 12, 2001; and Bombardier Service Bulletin 601R-31-026, dated October 12, 2001; as applicable. This incorporation by reference was approved by the Director of the Federal Register in accordance with 5 U.S.C. 552(a) and 1 CFR part 51. Copies may be obtained from Bombardier, Inc., Canadair, Aerospace Group, P.O. Box 6087, Station Centre-ville, Montreal, Quebec H3C 3G9, Canada. Copies may be inspected at the FAA, Transport Airplane Directorate, 1601 Lind Avenue, SW., Renton, Washington; or at the FAA, New York ACO, 10 Fifth Street, Third Floor, Valley Stream, New York; or at the Office of the Federal Register, 800 North Capitol Street, NW., suite 700, Washington, DC.

**Note 4:** The subject of this AD is addressed in Canadian airworthiness directive CF-2001-45, dated December 3, 2001.

**Effective Date**

(g) This amendment becomes effective on February 13, 2004.

Issued in Renton, Washington, on December 29, 2003.
Ali Bahrami,
Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.
[FR Doc. 04-121 Filed 1-8-04; 8:45 am]
BILLING CODE 4910-13-P

**BW 2004-01**

**BOEING**
**AIRWORTHINESS DIRECTIVE**
**LARGE AIRCRAFT**

**2004-01-02 Boeing:** Amendment 39-13415. Docket 2002-NM-152-AD.

**Applicability:** Model 767-200, -300, and -300F series airplanes, as listed in Boeing Alert Service Bulletin 767-54A0102, dated November 8, 2001; certificated in any category.

**Compliance:** Required as indicated, unless accomplished previously.

To prevent loss of the fuse pin of the aft pitch load fitting of the diagonal brace, which could result in increased loads in the wing-to-strut joints and consequent separation of the strut and engine from the wing, accomplish the following:

**Modification**

(a) Within 24 months after the effective date of this AD: Modify the aft pitch load fitting of the diagonal brace of the nacelle strut of each wing (including dye penetrant inspections for cracking or damage of the fitting; reworking the fitting if cracking or damage is found; honing, chamfering, measuring, and machining the fitting if no cracking or damage is found; and replacing the bushing and fuse pin with new components) by accomplishing all of the actions specified in paragraphs 3.A. through 3.J. of the Accomplishment Instructions of Boeing Alert Service Bulletin 767-54A0102, dated November 8, 2001. Clarifications to the work required by this paragraph may be used per Boeing Information Notice 767-54A0102 IN 01, dated July 18, 2002; and per Boeing Information Notice 767-54A0102 IN 02, dated August 29, 2002. Alternate sealants are allowed when accomplishing the actions required by paragraphs 3.A. through 3.J. of the service bulletin, per Section 51-20-05, Figure 8, dated August 15, 2002, of the Boeing 767-200, 767-300, and 767-300F Structural Repair Manuals. Any applicable follow-on corrective actions must be done before further flight.

**Alternative Methods of Compliance**

(b) In accordance with 14 CFR 39.19, the Manager, Seattle Aircraft Certification Office, FAA, is authorized to approve alternative methods of compliance (AMOCs) for this AD.

**Incorporation by Reference**

(c) Unless otherwise specified in this AD, the actions shall be done in accordance with Boeing Alert Service Bulletin 767-54A0102, dated November 8, 2001. This incorporation by reference was approved by the Director of the Federal Register in accordance with 5 U.S.C. 552(a) and 1 CFR part 51. Copies may be obtained from Boeing Commercial Airplane Group, P.O. Box 3707, Seattle, Washington 98124-2207. Copies may be inspected at the FAA, Transport Airplane Directorate, 1601 Lind Avenue, SW., Renton, Washington; or at the Office of the Federal Register, 800 North Capitol Street, NW., suite 700, Washington, DC.

**Effective Date**

(d) This amendment becomes effective on February 13, 2004.

Issued in Renton, Washington, on December 29, 2003.
Ali Bahrami,
Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.
[FR Doc. 04-122 Filed 1-8-04; 8:45 am]
BILLING CODE 4910-13-P

**BW 2004-01**

**AIRBUS**
**AIRWORTHINESS DIRECTIVE**
**LARGE AIRCRAFT**

**2004-01-03 Airbus:** Amendment 39-13416. Docket 2001-NM-120-AD. Supersedes AD 98-01-12, Amendment 39-10275.

**Applicability:** Model A319, A320, and A321 series airplanes; certificated in any category; except those on which Airbus Modification 27142 has been incorporated during production.

**Compliance:** Required as indicated, unless accomplished previously.

To prevent jamming of the locking pin of the passenger door, which could result in inability to open the passenger door and delay of evacuation in an emergency, resulting in possible injury to passengers or crew; accomplish the following:

**Restatement of Requirements of AD 98-01-12**

**Inspection/Corrective Action**

(a) Prior to the accumulation of 450 hours, time-in-service after one year from the delivery date of the airplane, or within 450 hours, time-in-service after February 17, 1998 (the effective date of AD 98-01-12, amendment 39-10275), whichever occurs later; perform an inspection to detect moisture or migrated bushings of the guide fittings of the upper safety locking pins on each passenger door, in accordance with Airbus Industrie All Operators Telex (AOT) 52-06, dated February 4, 1994.

(1) If any moisture is found in the guide fitting, prior to further flight, remove the moisture, dry the guide fitting, fill it with low temperature grease, and reinstall the guide fitting with bolts, washers, and nuts in accordance with the AOT.

(2) If any migrated bushing is found, prior to further flight, reinstall the bushing using Loctite 672 in accordance with the AOT. If the bushing cannot be reinstalled prior to further flight, the airplane may be operated without the upper locking pin for an additional 50 hours time-in-service or three days after accomplishing the inspection, whichever occurs first, provided that the requirements specified in paragraphs (a)(2)(i), (a)(2)(ii), and (a)(2)(iii) of this AD are accomplished. This compliance time applies to each passenger door.

(i) The connecting rod to the locking shaft shall be removed.

(ii) The guide fitting shall remain installed.

(iii) The cavity in the guide fitting (which results from the removal of the upper locking pin) shall be covered with high speed tape to prevent moisture ingress.

**Installation of Greasing Nipple**

(b) Within 15 months after February 17, 1998, install a greasing nipple on the guide fitting of the locking pin and on three telescopic rods on the passenger doors in accordance with Airbus Industrie Service Bulletin No. A320-52-1057, dated July 26, 1994.

**New Requirements of This AD**

**Modification**

(c) Modify the upper guide fitting of the locking pin in accordance with paragraphs 3.A. through 3.D. of the Accomplishment Instructions of Airbus Service Bulletin A320-52-1105, Revision 02, dated May 21, 2002; at the time specified in paragraph (c)(1) or (c)(2) of this AD, as applicable. Accomplishment of the modification before the effective date of this AD in accordance with Airbus Service Bulletin A320-52-1105, dated September 29, 2000; or Revision 01, dated August 7, 2001; is considered acceptable for compliance with the corresponding action in this paragraph.

(1) For Model A320 and A321 series airplanes on which Airbus Service Bulletin A320-52-1057 has been incorporated in service: Within 1 year after the effective date of this AD.

(2) For Model A319, A320, and A321 series airplanes on which Airbus Modification 24389 was done in production: Within 3 years after the effective date of this AD.

**Alternative Methods of Compliance**

(d)(1) In accordance with 14 CFR 39.19, the Manager, International Branch, ANM-116, FAA, Transport Airplane Directorate, is authorized to approve alternative methods of compliance for this AD.

(2) Alternative methods of compliance, approved previously per AD 98-01-12, amendment 39-10275, are approved as alternative methods of compliance with paragraphs (a) and (b) of this AD, as applicable.

**Incorporation by Reference**

(e) The actions shall be done in accordance with Airbus Industrie All Operators Telex (AOT) 52-06, dated February 4, 1994; Airbus Industrie Service Bulletin No. A320-52-1057, dated July 26, 1994; and Airbus Service Bulletin A320-52-1105, Revision 02, dated May 21, 2002; as applicable.

(1) The incorporation by reference of Airbus Service Bulletin A320-52-1105, Revision 02, dated May 21, 2002, is approved by the Director of the Federal Register in accordance with 5 U.S.C. 552(a) and 1 CFR part 51.

(2) The incorporation by reference of Airbus Industrie All Operators Telex (AOT) 52-06, dated February 4, 1994; and Airbus Industrie Service Bulletin No. A320-52-1057, dated July 26, 1994; was approved previously by the Director of the Federal Register as of February 17, 1998 (63 FR 1905, January 13, 1998).

(3) Copies may be obtained from Airbus, 1 Rond Point Maurice Bellonte, 31707 Blagnac Cedex, France. Copies may be inspected at the FAA, Transport Airplane Directorate, 1601 Lind Avenue, SW., Renton, Washington; or at the Office of the Federal Register, 800 North Capitol Street, NW., suite 700, Washington, DC.

**Note 1:** The subject of this AD is addressed in French airworthiness directive 2001-100(B), dated March 21, 2001.

**Effective Date**

(f) This amendment becomes effective on February 13, 2004.

Issued in Renton, Washington, on December 29, 2003.
Ali Bahrami,
Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.
[FR Doc. 04-123 Filed 1-8-04; 8:45 am]
BILLING CODE 4910-13-P

**BW 2004-01**

**EMPRESA BRASILEIRA DE AERONAUTICA S.A.**
**AIRWORTHINESS DIRECTIVE**
**LARGE AIRCRAFT**

**2004-01-04 Empresa Brasileira de Aeronautica S.A. (Embraer):** Amendment 39-13418. Docket 2002-NM-87-AD. Supersedes AD 2000-20-05, Amendment 39-11916.

**Applicability:** Model EMB-120 series airplanes as listed in EMBRAER Service Bulletin 120-32-0077, Change 03, dated August 3, 2001; certificated in any category.

**Compliance:** Required as indicated, unless accomplished previously.

To prevent the landing gear doors from becoming blocked from opening during application of emergency procedures in the event of a loss of hydraulics, accomplish the following:

**Restatement of Requirements of AD 2000-20-05: Airplane Flight Manual (AFM) Revision**

(a) For airplanes subject to AD 2000-20-05: Within 10 flight hours after November 13, 2000 (the effective date of AD 2000-20-05, amendment 39-11916), revise the "Emergency Procedures" and "Abnormal Procedures" sections of the airplane flight manual (AFM) by inserting into the AFM a copy of EMB-120 AFM 120/794, Revision 45, dated October 14, 1996.

**Note 1:** Airplanes subject to AD 2000-20-05 are those listed in EMBRAER Service Bulletin 120-32-0077, Change 02, dated December 23, 1997.

**Inspection and Corrective Actions**

(b) For airplanes subject to AD 2000-20-05, on which the check valve has been installed in accordance with EMBRAER Service Bulletin 120-32-0077, dated February 7, 1997: Within 100 flight hours after November 13, 2000, conduct a general visual inspection to detect the check valve flow direction in accordance with EMBRAER Service Bulletin 120-32-0077, Change 02, dated December 23, 1997; or Change 03, dated August 3, 2001. If the check valve is installed incorrectly, prior to further flight, reinstall the check valve in the proper position in accordance with Change 02 or Change 03 of the service bulletin.

**Note 2:** For the purposes of this AD, a general visual inspection is defined as: "A visual examination of an interior or exterior area, installation, or assembly to detect obvious damage, failure, or irregularity. This level of inspection is made from within touching distance unless otherwise specified. A mirror may be necessary to enhance visual access to all exposed surfaces in the inspection area. This level of inspection is made under normally available lighting conditions such as daylight, hangar lighting, flashlight, or droplight and may require removal or opening of access panels or doors. Stands, ladders, or platforms may be required to gain proximity to the area being checked."

(c) For airplanes subject to AD 2000-20-05, that are not equipped with the check valve installed in accordance with EMBRAER Service Bulletin 120-32-0077, dated February 7, 1997; Change 01, dated September 25, 1997; Change 02, dated December 23, 1997; or Change 03, dated August 3, 2001: Within 2,000 flight hours after November 13, 2000, install hydraulic tube assemblies incorporating a check valve in accordance with EMBRAER Service Bulletin 120-32-0077, Change 01, dated September 25, 1997; Change 02, dated December 23, 1997; or Change 03, dated August 3, 2001.

**New Requirements of This AD**

**Note 3:** Airplanes not subject to AD 2000-20-05 are those airplanes added by Change 03 of EMBRAER Service Bulletin 120-32-0077, dated August 3, 2001.

**Airplane Flight Manual (AFM) Revision**

(d) For airplanes not subject to AD 2000-20-05: Within 10 flight hours after the effective date of this AD, revise the "Emergency Procedures" and "Abnormal Procedures" sections of the airplane flight manual (AFM) by inserting into the AFM a copy of EMB-120 AFM 120/794, Revision 45, dated October 14, 1996.

**Inspection and Corrective Actions**

(e) For airplanes that are not subject to AD 2000-20-05, and on which the check valve has been installed in accordance with EMBRAER Service Bulletin 120-32-0077, dated February 7, 1997: Within 100 flight hours after the effective date of this AD, accomplish all of the applicable actions in accordance with the Accomplishment Instructions of EMBRAER Service Bulletin 120-32-0077, Change 03, dated August 3, 2001.

(f) For airplanes not subject to AD 2000-20-05, on which the check valve has not been installed in accordance with EMBRAER Service Bulletin 120-32-0077, dated February 7, 1997; or Change 01, dated September 25, 1997; or Change 02, dated December 23, 1997: Within 2,000 flight hours after the effective date of this AD, accomplish all of the applicable actions in accordance with the Accomplishment Instructions of EMBRAER Service Bulletin 120-32-0077, Change 03, dated August 3, 2001.

(g) Accomplishment of the specified actions before the effective date of this AD per EMBRAER Service Bulletin 120-32-0077, Change 01, dated September 25, 1997; or Change 02, dated December 23, 1997; is considered acceptable for compliance with the applicable requirements of paragraphs (e) and (f) of this AD.

**Alternative Methods of Compliance**

(h) In accordance with 14 CFR 39.19, the Manager, International Branch, ANM-116, Transport Airplane Directorate, FAA, is authorized to approve alternative methods of compliance for this AD.

**Incorporation by Reference**

(i) Unless otherwise specified in this AD, the actions shall be done in accordance with EMBRAER Service Bulletin 120-32-0077, Change 01, dated September 25, 1997; EMBRAER Service Bulletin 120-32-0077, Change 02, dated December 23, 1997; and EMBRAER Service Bulletin 120-32-0077, Change 03, dated August 3, 2001; as applicable.

(1) The incorporation by reference of EMBRAER Service Bulletin 120-32-0077, Change 01, dated September 25, 1997; and EMBRAER Service Bulletin 120-32-0077, Change 03, dated August 3, 2001; is approved by the Director of the Federal Register, in accordance with 5 U.S.C. 552(a) and 1 CFR part 51.

(2) The incorporation by reference of EMBRAER Service Bulletin 120-32-0077, Change 02, dated December 23, 1997, was approved previously by the Director of the Federal Register as of November 13, 2000 (65 FR 59708, October 6, 2000).

(3) Copies may be obtained from Empresa Brasileira de Aeronautica S.A. (EMBRAER), PO Box 343–CEP 12.225, Sao Jose dos Campos–SP, Brazil. Copies may be inspected at the FAA, Transport Airplane Directorate, 1601 Lind Avenue, SW., Renton, Washington; or at the Office of the Federal Register, 800 North Capitol Street, NW., suite 700, Washington, DC.

**Note 4:** The subject of this AD is addressed in Brazilian airworthiness directive 97-05-03R3, dated October 2, 2001.

**Effective Date**

(j) This amendment becomes effective on February 13, 2004.

Issued in Renton, Washington, on December 29, 2003.
Ali Bahrami,
Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.
[FR Doc. 04-125 Filed 1-8-04; 8:45 am]
BILLING CODE 4910-13-P

**BW 2004-01**

**DASSAULT AVIATION**
**AIRWORTHINESS DIRECTIVE**
**LARGE AIRCRAFT**

**2004-01-05 Dassault Aviation:** Amendment 39-13419. Docket 2002-NM-231-AD.

**Applicability:** Model Mystere-Falcon 900 series airplanes, as listed in Dassault Service Bulletin F900-291, dated February 20, 2002; Model Falcon 900EX series airplanes, as listed in Dassault Service Bulletin F900EX-155, dated February 20, 2002; and Model Falcon 2000 series airplanes, as listed in Dassault Service Bulletin F2000-234, dated February 20, 2002; certificated in any category.

**Compliance:** Required as indicated, unless accomplished previously.

To prevent structural damage to the horizontal stabilizer after a direct lightning strike, which could result in reduced controllability of the airplane, accomplish the following:

**Measurement of Paint Thickness and Corrective Actions**

(a) Within 7 months after the effective date of this AD: Measure the thickness of the paint on the upper and lower surfaces of the left and right sides of the horizontal stabilizer in accordance with all of the actions specified in paragraphs 2.A. through 2.D. of the Accomplishment Instructions of Dassault Service Bulletin F900-291, dated February 20, 2002; Dassault Service Bulletin F900EX-155, dated February 20, 2002; or Dassault Service Bulletin F2000-234, dated February 20, 2002; as applicable. Any necessary corrective action must be done before further flight in accordance with the applicable service bulletin.

**Installation of Placards**

(b) After accomplishing the actions required by paragraph (a) of this AD, before further flight, install placards on the upper surface of the left and right sides of the horizontal stabilizer in accordance with paragraph 2.E. of the Accomplishment Instructions of Dassault Service Bulletin F900-291, dated February 20, 2002; Dassault Service Bulletin F900EX-155, dated February 20, 2002; or Dassault Service Bulletin F2000-234, dated February 20, 2002; as applicable.

**Alternative Methods of Compliance**

(c) In accordance with 14 CFR 39.19, the Manager, International Branch, ANM-116, FAA, Transport Airplane Directorate, is authorized to approve alternative methods of compliance for this AD.

**Incorporation by Reference**

(d) The actions shall be done in accordance with Dassault Service Bulletin F900-291, dated February 20, 2002; Dassault Service Bulletin F900EX-155, dated February 20, 2002; or Dassault Service Bulletin F2000-234, dated February 20, 2002; as applicable. This incorporation by reference was approved by the Director of the Federal Register in accordance with 5 U.S.C. 552(a) and 1 CFR part 51. Copies may be obtained from Dassault Falcon Jet, P.O. Box 2000, South Hackensack, New Jersey 07606. Copies may be inspected at the FAA, Transport Airplane Directorate, 1601 Lind Avenue, SW., Renton, Washington; or at the Office of the Federal Register, 800 North Capitol Street, NW., suite 700, Washington, DC.

**Note 1:** The subject of this AD is addressed in French airworthiness directive 2002-089(B), dated March 2, 2002.

**Effective Date**

(e) This amendment becomes effective on February 13, 2004.

Issued in Renton, Washington, on December 29, 2003.
Ali Bahrami,
Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.
[FR Doc. 04-126 Filed 1-8-04; 8:45 am]
BILLING CODE 4910-13-P

**BW 2004-01**

**FOKKER SERVICES B.V.**
**AIRWORTHINESS DIRECTIVE**
**LARGE AIRCRAFT**

**2004-01-06 Fokker Services B.V:** Amendment 39-13420. Docket 2002-NM-252-AD.

**Applicability:** Model F.28 Mark 0070 and 0100 series airplanes, having serial numbers 11244 through 11585 inclusive; certificated in any category.

**Compliance:** Required as indicated, unless accomplished previously.

To prevent restricted movement of the rudder pedal due to a loose pedestal side cover causing interference, which could result in reduced controllability of the airplane, accomplish the following:

**Inspection and Corrective Actions**

(a) Within 12 months after the effective date of this AD, do a one-time general visual inspection of the left and right sides of the pedestal side cover adjacent to the rudder pedal on the cockpit floor for proper installation of the attachment brackets, in accordance with Part 1 of the Accomplishment Instructions of Fokker Service Bulletin SBF100-25-092, dated February 4, 2002.

**Note 1:** For the purposes of this AD, a general visual inspection is defined as: "A visual examination of an interior or exterior area, installation, or assembly to detect obvious damage, failure, or irregularity. This level of inspection is made from within touching distance unless otherwise specified. A mirror may be necessary to enhance visual access to all exposed surfaces in the inspection area. This level of inspection is made under normally available lighting conditions such as daylight, hangar lighting, flashlight, or droplight and may require removal or opening of access panels or doors. Stands, ladders, or platforms may be required to gain proximity to the area being checked."

(1) If both brackets are present and the pedestal side cover is properly installed, no further action is required by this AD.

(2) If one or both brackets are missing, or the pedestal side cover is improperly installed, before further flight, accomplish all of the applicable corrective actions in accordance with Part 2 of the Accomplishment Instructions of the service bulletin.

**Alternative Methods of Compliance**

(b) In accordance with 14 CFR 39.19, the Manager, International Branch, ANM-116, FAA, Transport Airplane Directorate, is authorized to approve alternative methods of compliance for this AD.

**Incorporation by Reference**

(c) The actions shall be done in accordance with Fokker Service Bulletin SBF100-25-092, dated February 4, 2002. This incorporation by reference was approved by the Director of the Federal Register in accordance with 5 U.S.C. 552(a) and 1 CFR part 51. Copies may be obtained from Fokker Services B.V., P.O. Box 231, 2150 AE Nieuw-Vennep, the Netherlands. Copies may be inspected at the FAA, Transport Airplane Directorate, 1601 Lind Avenue, SW., Renton, Washington; or at the Office of the Federal Register, 800 North Capitol Street, NW., suite 700, Washington, DC.

**Note 2:** The subject of this AD is addressed in Dutch airworthiness directive 2002-111, dated July 31, 2002.

**Effective Date**

(d) This amendment becomes effective on February 13, 2004.

Issued in Renton, Washington, on December 29, 2003.
Ali Bahrami,
Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.
[FR Doc. 04-127 Filed 1-8-04; 8:45 am]
BILLING CODE 4910-13-P

**BW 2004-01**

**BAE SYSTEMS (OPERATIONS) LIMITED**
**AIRWORTHINESS DIRECTIVE**
**LARGE AIRCRAFT**

**2004-01-07 BAE Systems (Operations) Limited (Formerly British Aerospace Regional Aircraft):** Amendment 39-13421. Docket 2002-NM-144-AD.

**Applicability:** Model BAe 146 and Avro 146-RJ series airplanes, certificated in any category; except those airplanes on which either BAe Modification HCM30514A or HCM30514C, and either HCM30514B or HCM30514D, have been accomplished.

**Compliance:** Required as indicated, unless accomplished previously.

To detect and correct corrosion and cracking of the inner webs and flanges at frames 15, 18, 41, and 43, which could result in reduced structural integrity of the airplane, accomplish the following:

**Inspection**

(a) Except as provided by paragraph (c) of this AD: Do a detailed inspection of frames 15, 18, 41, and 43 (including any applicable repair) by accomplishing all actions specified in the Accomplishment Instructions of BAE Systems (Operations) Limited Inspection Service Bulletin ISB.53-165, dated December 11, 2001. Do the inspection at the applicable time specified in paragraph (b) of this AD.

**Note 1:** For the purposes of this AD, a detailed inspection is defined as: "An intensive visual examination of a specific structural area, system, installation, or assembly to detect damage, failure, or irregularity. Available lighting is normally supplemented with a direct source of good lighting at intensity deemed appropriate by the inspector. Inspection aids such as mirror, magnifying lenses, etc., may be used. Surface cleaning and elaborate access procedures may be required."

**Compliance Times**

(b) Do the inspection required by paragraph (a) of this AD at the applicable time specified in paragraph D., "Compliance," of the service bulletin, except where the service bulletin specifies "time period from first flight" or "years of age," this AD establishes the thresholds in terms of years after the date of issuance of the original Airworthiness Certificate or the date of issuance of the Export Certificate of Airworthiness, whichever is earlier. Where the service bulletin specifies compliance times relative to the date of the service bulletin, this AD requires compliance times relative to the effective date of this AD.

**Corrective Actions**

(c) If any discrepancy is found during any inspection required by paragraph (a) of this AD, before further flight, accomplish the applicable repair in accordance with the Accomplishment Instructions of BAE Systems (Operations) Limited Inspection Service Bulletin ISB.53-165, dated December 11, 2001. If the service bulletin specifies to contact the manufacturer for appropriate action, before further flight, repair per a method approved by the Manager, International Branch, ANM-116, FAA, Transport Airplane Directorate; or the Civil Aviation Authority (or its delegated agent).

**Submission of Inspection Results Not Required**

(d) Although the service bulletin referenced in this AD specifies to submit information to the manufacturer, this AD does not include such a requirement.

**Alternative Methods of Compliance**

(e) In accordance with 14 CFR 39.19, the Manager, International Branch, ANM-116, FAA, is authorized to approve alternative methods of compliance for this AD.

**Incorporation by Reference**

(f) Unless otherwise specified in this AD, the actions shall be done in accordance with BAE Systems (Operations) Limited Inspection Service Bulletin ISB.53-165, dated December 11, 2001. This incorporation by reference was approved by the Director of the Federal Register in accordance with 5 U.S.C. 552(a) and 1 CFR part 51. Copies may be obtained from British Aerospace Regional Aircraft American Support, 13850 Mclearen Road, Herndon, Virginia 20171. Copies may be inspected at the FAA, Transport Airplane Directorate, 1601 Lind Avenue, SW., Renton, Washington; or at the Office of the Federal Register, 800 North Capitol Street, NW., suite 700, Washington, DC.

**Note 2:** The subject of this AD is addressed in British airworthiness directive 004-12-2001.

**Effective Date**

(g) This amendment becomes effective on February 11, 2004.

Issued in Renton, Washington, on December 29, 2003.
Ali Bahrami,
Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.
[FR Doc. 04-128 Filed 1-6-04; 8:45 am]
BILLING CODE 4910-13-P

**BW 2004-01**

**PRATT & WHITNEY**
**AIRWORTHINESS DIRECTIVE**
**ENGINE**
**LARGE AIRCRAFT**

**2004-01-08 Pratt & Whitney:** Amendment 39-13422. Docket No. 2003-NE-01-AD.

**Applicability:** This airworthiness directive (AD) applies to Pratt & Whitney (PW) JT9D-7R4D, -7R4D1, -7R4E, -7R4E1, -7R4E4, -7R4G2, and -7R4H1 turbofan engines with steel fan cases. These engines are installed on, but not limited to, Airbus Industrie A300 and A310, and Boeing 747 and 767 airplanes.

**Note 1:** This AD applies to each engine identified in the preceding applicability provision, regardless of whether it has been modified, altered, or repaired in the area subject to the requirements of this AD. For engines that have been modified, altered, or repaired so that the performance of the requirements of this AD is affected, the owner/operator must request approval for an alternative method of compliance in accordance with paragraph (e) of this AD. The request should include an assessment of the effect of the modification, alteration, or repair on the unsafe condition addressed by this AD; and, if the unsafe condition has not been eliminated, the request should include specific proposed actions to address it.

**Compliance:** Compliance with this AD is required at the next shop visit, but no later than December 31, 2012, unless already done.

To prevent uncontained fan blade failures, resulting in damage to the airplane, do the following:

(a) For PW JT9D-7R4D, -7R4D1, -7R4E, -7R4E1, -7R4E4, and -7R4H1 turbofan engines with steel fan cases that have PW service bulletin (SB) 72-312 incorporated, replace fan case shield part number (P/N) 802095 with the four-piece fan case shield and install four fan case shield supports. Information on replacing fan case shields and installing fan case shield supports can be found in PW SB JT9D-7R4-72-583.

(b) For PW JT9D-7R4G2 turbofan engines with steel fan cases that have PW SB 72-88 and PW SB 72-311 incorporated, replace fan case shield P/N 802094 with the four-piece fan case shield and install four fan case shield supports. Information on replacing fan case shields and installing fan case shield supports can be found in Part A of PW SB JT9D-7R4-72-584.

(c) For PW JT9D-7R4G2 turbofan engines with steel fan cases that do not have PW SB 72-88 incorporated, but have PW SB 72-311 incorporated, replace fan case shield P/N 802094 with the four-piece fan case shield and install four fan case shield supports. Information on replacing fan case shields and installing fan case shield supports can be found in Part B of PW SB JT9D-7R4-72-584.

**Definitions**

(d) For the purpose of this AD, a shop visit is defined as separation of the B-flange during in-shop maintenance. Separation of the B-flange in order to replace fan case assemblies for rub strip repairs is not considered a shop visit.

**Alternative Methods of Compliance**

(e) An alternative method of compliance or adjustment of the compliance time that provides an acceptable level of safety may be used if approved by the Manager, Engine Certification Office (ECO). Operators must submit their request through an appropriate FAA Principal Maintenance Inspector, who may add comments and then send it to the Manager, ECO.

**Note 2:** Information concerning the existence of approved alternative methods of compliance with this airworthiness directive, if any, may be obtained from the ECO.

**Special Flight Permits**

(f) Special flight permits may be issued in accordance with §§ 21.197 and 21.199 of the Federal Aviation Regulations (14 CFR 21.197 and 21.199) to operate the aircraft to a location where the requirements of this AD can be done.

**Effective Date**

(g) This amendment becomes effective on February 10, 2004.

Issued in Burlington, Massachusetts, on December 29, 2003.
Robert E. Guyotte,
Acting Manager, Engine and Propeller Directorate, Aircraft Certification Service.
[FR Doc. 04-45 Filed 1-5-04; 8:45 am]
BILLING CODE 4910-13-P

**BW 2004-01**

**HAMBURGER FLUGZEUGBAU G.M.B.H.**
**AIRWORTHINESS DIRECTIVE**
**LARGE AIRCRAFT**

**2004-01-11 Hamburger Flugzeugbau G.m.b.H.:** Amendment 39-13425. Docket 2002-NM-185-AD.

**Applicability:** Model HFB 320 HANSA airplanes, serial numbers 1023, 1027, 1030, 1032, 1033, 1035 through 1043 inclusive, 1045 through 1047 inclusive, 1050 through 1055 inclusive, 1057 through 1062 inclusive, 1064, and 1065; certificated in any category.

**Compliance:** Required as indicated, unless accomplished previously.

To prevent loss of elevator trim and possible loss of rudder and/or elevator function due to stress-corrosion cracking of certain cable terminals, accomplish the following:

**Replacement**

(a) Within 30 flight cycles or 2 months from the effective date of this AD, whichever occurs first, replace the elevator trim control cable assemblies with new assemblies in accordance with the Accomplishment Instructions of HFB 320 Hansa (Hamburger Flugzeugbau G.m.b.H.) Service Bulletin 27-75, dated May 31, 2002.

**Alternative Methods of Compliance**

(b) In accordance with 14 CFR 39.19, the Manager, International Branch, ANM-116, FAA, is authorized to approve alternative methods of compliance for this AD.

**Incorporation by Reference**

(c) The actions must be done in accordance with HFB 320 Hansa (Hamburger Flugzeugbau G.m.b.H.) Service Bulletin 27-75, dated May 31, 2002. This incorporation by reference was approved by the Director of the Federal Register in accordance with 5 U.S.C. 552(a) and 1 CFR part 51. Copies may be obtained from Airbus Deutschland G.m.b.H., Customer Service HFB 320, Mr. Dieter Mewes, Postfach 95 01 09, D-21111 Hamburg, Germany. Copies may be inspected at the FAA, Transport Airplane Directorate, 1601 Lind Avenue, SW., Renton, Washington; or at the Office of the Federal Register, 800 North Capitol Street, NW., suite 700, Washington, DC.

**Note 1:** The subject of this AD is addressed in German airworthiness directive 2002-157, dated May 31, 2002.

**Effective Date**

(d) This amendment becomes effective on February 13, 2004.

Issued in Renton, Washington, on December 31, 2003.
Michael J. Kaszycki,
Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.
[FR Doc. 04-270 Filed 1-8-04; 8:45 am]
BILLING CODE 4910-13-P

**BW 2004-01**

**EMPRESA BRASILEIRA DE AERONAUTICA S.A. (EMBRAER)**
**AIRWORTHINESS DIRECTIVE**
**LARGE AIRCRAFT**

**2004-01-12 Empresa Brasileira de Aeronautica S.A. (EMBRAER):** Amendment 39-13426. Docket 2002-NM-336-AD.

**Applicability:** Model EMB-135 and EMB-145 series airplanes, certificated in any category; as listed in EMBRAER Service Bulletin 145-30-0032, Change 04, dated August 11, 2003.

**Compliance:** Required as indicated, unless accomplished previously.

To detect and correct oxidation of the pitot-true air temperature (TAT) relay, which could result in increased resistance and overheating of the relay and consequent smoke in the cockpit; and to detect and correct oxidation of the full authority digital engine control (FADEC) electronic interface resistor modules, which could result in in-flight uncommanded engine power roll back to idle, accomplish the following:

**Inspection and Cleaning of Pitot-TAT Relays**

(a) For airplanes identified in paragraph 1.A.(1) ("PART I") of EMBRAER Service Bulletin 145-30-0032, Change 04, dated August 11, 2003: Within 400 flight hours after the effective date of this AD, perform a detailed inspection to detect contamination of the pitot-TAT relays and clean the relay/connector pins and sockets, in accordance with the Accomplishment Instructions ("PART I") of the service bulletin. If any contamination remains after cleaning: Prior to further flight, replace each contaminated relay, relay socket, and relay socket contact with a new part, in accordance with the service bulletin.

**Note 1:** For the purposes of this AD, a detailed inspection is defined as: "An intensive visual examination of a specific structural area, system, installation, or assembly to detect damage, failure, or irregularity. Available lighting is normally supplemented with a direct source of good lighting at intensity deemed appropriate by the inspector. Inspection aids such as mirror, magnifying lenses, etc., may be used. Surface cleaning and elaborate access procedures may be required."

**Inspection of FADEC Interface Resistor Modules**

(b) For airplanes identified in EMBRAER Service Bulletin 145-76-0003, dated April 22, 2002: Within 400 flight hours after the effective date of this AD, perform a detailed inspection to detect contamination (including moisture and corrosion) of the left- and right-hand FADEC electronic interface resistor modules, in accordance with the Accomplishment Instructions of the service bulletin. Then do the applicable corrective actions specified in paragraphs (b)(1) and (b)(2) of this AD.

(1) If any contamination is found during the inspection: Before further flight, clean the resistor modules and/or their respective electrical connector pins, in accordance with the service bulletin.

(2) If any contamination remains after cleaning the modules and pins as specified in paragraph (b)(1) of this AD: Before further flight, replace the modules and connectors with new parts, as applicable, in accordance with the service bulletin.

(3) Following accomplishment of any corrective action specified in paragraph (b)(1) or (b)(2) of this AD: Before further flight, perform the ohmic resistance test of the left- and right-hand FADEC electronic interface resistor modules, and accomplish applicable troubleshooting procedures, in accordance with the service bulletin.

**Console Panel Sealing**

(c) For airplanes identified in paragraph 1.A.(2) ("PART II") of EMBRAER Service Bulletin 145-30-0032, Change 04, dated August 11, 2003: Before further flight following accomplishment of the requirements of paragraph (a) of this AD, modify the seal between the cockpit console panels and the storm window by applying PVC foam adhesive tape and sealant, in accordance with the Accomplishment Instructions ("PART II") of the service bulletin.

**Protective Sheet Installation**

(d) For airplanes identified in paragraph 1.A.(3) ("PART III") of EMBRAER Service Bulletin 145-30-0032, Change 04, dated August 11, 2003: Before further flight following accomplishment of the requirements of paragraph (b) of this AD, install new protective sheets at the relay supports in accordance with the Accomplishment Instructions ("PART III") of the service bulletin.

**Credit for Prior Service Bulletin Revisions**

(e) The FAA considers actions done before the effective date of this AD acceptable for compliance with this AD, if those actions were done in accordance with the applicable service bulletins listed in Table 1 of this AD.

**TABLE 1.—ACCEPTABLE SERVICE B ULLETIN REVISIONS**

| Operators that have— | May take credit for compliance with— | If that action was done before the effective date of this AD in accordance with EMBRAER Service Bulletin— |
|---|---|---|
| Inspected the pitot-TAT relays and done applicable corrective actions. | Paragraph (a) of this AD | 145–30–0032, Change 02, dated December 3, 2001; or Change 03, dated January 27, 2003. |
| Modified the seal | Paragraph (c) of this AD | 145–30–0032, Change 02, dated December 3, 2001; or Change 03, dated January 27, 2003. |
| Installed protective sheets | Paragraph (d) of this AD | 145–25–0211, dated April 27, 2001; Part I.<br>145–25–0211, Change 01, dated May 25, 2001; Part I.<br>145–25–0211, Change 02, dated June 17, 2001; Part I.<br>145–25–0211, Change 03, dated December 3, 2001; Part I.<br>145–25–0211, Change 04, dated February 6, 2002; Part I.<br>145–25–0211, Change 05, dated April 16, 2002; Part I.<br>145–25–0211, Change 06, dated December 26, 2002; Part I.<br>145–25–0211, Change 07, dated August 11, 2003; Part I.<br>145–30–0032, Change 02, dated December 3, 2001; Part III.<br>145–30–0032, Change 03, dated January 27, 2003; Part III. |

**Alternative Methods of Compliance**

(f) In accordance with 14 CFR 39.19, the Manager, International Branch, ANM-116, FAA, Transport Airplane Directorate, is authorized to approve alternative methods of compliance for this AD.

**Incorporation by Reference**

(g) Unless otherwise specified in this AD, the actions must be done in accordance with EMBRAER Service Bulletin 145-30-0032, Change 04, dated August 11, 2003; and EMBRAER Service Bulletin 145-76-0003, dated April 22, 2002; as applicable. EMBRAER Service Bulletin 145-30-0032, Change 04, contains the following effective pages:

| Page No. | Change level shown on page | Date shown on page |
|---|---|---|
| 1, 2, 7, 8, 21, 22 | 04 | August 11, 2003. |
| 3–6, 9–20 | 02 | December 3, 2001. |

This incorporation by reference was approved by the Director of the Federal Register in accordance with 5 U.S.C. 552(a) and 1 CFR part 51. Copies may be obtained from Empresa Brasileira de Aeronautica S.A. (EMBRAER), P.O. Box 343–CEP 12.225, Sao Jose dos Campos–SP, Brazil. Copies may be inspected at the FAA, Transport Airplane Directorate, 1601 Lind Avenue, SW., Renton, Washington; or at the Office of the Federal Register, 800 North Capitol Street, NW., suite 700, Washington, DC.

**Note 2:** The subject of this AD is addressed in Brazilian airworthiness directives 2001-05-01R2, dated April 22, 2003; and 2002-10-03, dated October 24, 2002.

**Effective Date**

(h) This amendment becomes effective on February 13, 2004.

Issued in Renton, Washington, on December 31, 2003.
Michael J. Kaszycki,
Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.
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